

Lisa Williams

From: Craig_Chalfant@longbeach.gov
Sent: Monday, July 17, 2006 2:04 PM
To: Lisa Williams
Subject: Rebuttal to DEIR - Home Depot Proposal
Attachments: Response to Recirculated DEIR. Home Depot.doc

"DEBORAH CLAWSON" <clawsonmd@msn.com>

07/14/2006 03:03 PM

To: Angela_Reynolds@longbeach.gov
cc:
Subject: Rebuttal to DEIR - Home Depot Proposal

Dear Ms. Reynolds:

Attached is my response and rebuttal to the DEIR presented last week. Please let us get a Master Plan for East Long Beach before any further development is considered.

Respectfully,

Deborah Clawson

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REBUTTAL TO RECIRCULATED
DEIR

There are numerous flaws with the recirculated DEIR as presented by Home Depot. I shall enumerate some of them:

1. Traffic issues were never addressed properly, and assertions were made by Home Depot regarding promises by Caltrans which are entirely unsubstantiated. Long Beach residents, Long Beach Traffic Department officials, and community activists have long fought for correlation between the traffic signals at PCH and 2nd Street and traffic signals at Marina Drive. Caltrans has proven time and time again that they are not interested in doing anything about such traffic concerns. Why they would suddenly jump through hoops for Home Depot is just ludicrous.
2. Loynes Drive was never addressed in the DEIR. It is highly implausible that trucks and trailers [the likes of which will be delivering goods to Home Depot] will be adding further peril to a road which was never constructed for the kind of traffic which would be imposed by Home Depot.
3. The notion that there will be lovely little walkways for people to meander through to restaurants and Home Depot on the proposed sit is really rather hilarious. I can just envision hundreds of Naples and Belmont Shore residents traipsing down busy 2nd Street [trying to avoid getting flattened by a fifth-wheeler] and then tripping down dusty, dirty, litter strewn Studebaker Road, trying to avoid being pinned up against the rusted chain link fence by drivers irritated by bumper-to-bumper traffic. All this just to get to Home Depot's walkways? I don't think so.
4. The architects have touted this as "Eastside Design Center", fully intending to make it look as though they are building a peacock, when they are really building a pachyderm. The Home Depot "design center" in Brea, which is the prototype for the one proposed in East Long Beach, has nary a word on the building denoting it is a design center. I have been there and they sell the following items: Chainsaws, lumber [including a lumber cutting center], arc welders, roofing materials, insulation, lawn mowers, air compressors, water heaters and rows and rows of paint and solvents. The term "design center", I believe, is just a hype used by Home Depot proponents to squeeze Home Depot by unsuspecting city officials and homeowner groups opposed to the BIG BOX appeal of a Home Depot. But trust me; it will still be a BIG BOX and one look at the Brea Home Depot store will quickly

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dispel erase any notion of a glamorous "design center" coming to East Long Beach.

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Here are some news headlines regarding Home Depot:

"Better Business Bureau suspends Home Depot". Atlanta Business Chronicle, August 9, 2002. Atlanta's [where HD is based] Better Business Bureau removed Home Depot as a member for "not responding to more than 100 complaint letters." "It is not the first time their membership had been jeopardized", stated the reporting BBB member.

"El Cajon, CA Home Depot Annexation Fails". [From Sprawl-Busters" 6/7/06]. Citizens fighting Home Depot in El Cajon, California managed to get the city commissioners to reject the Home Depot project on East Main Street. It was questioned whether "the city could provide fire and police protection and other essential services" knowing that "Home Depot would create severe adverse impacts to the surrounding neighborhoods."

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"Home Depot Settles Environmental Violations In Connecticut": Atlanta Business Journal, June 14, 2006. **The violations involved the improper display, handling and disposal of products such as pesticides and fertilizers that contain hazardous materials. Home Depot was also cited for failing to comply with the state's hazardous waste, pesticide and storm water management programs. Violations were attributed to fourteen cities in this state.**

This is not the type of business we want in East Long Beach. We would like to not become another Garden Grove or Westminster – with the type of businesses which coat-tail upon the likes of a Home Depot orange box. We would welcome a business park or an educational facility or any development which does not represent what the Home Depot offers by way of serious and irreparable impact to traffic and environmental concerns here in East Long Beach. We can stop it. You can help.

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Respectfully,

Deborah Clawson
30 Giralda Walk
Long Beach, CA. 90803

Angela Reynolds
Environmental Planning Officer
Dept. of Planning & Building
City of Long Beach

July 17, 2006

I attended the DLIR hearing on 7/6/06, and made the following remarks:


There is the possibility of another Home Depot being built in the Long Beach area, this time across from the intersection of Studebaker Rd. and Loynes Dr., and I think it's a bad idea.

The city letter announcing the July 6 DLIR hearing states, "The proposed project may result in significant unavoidable adverse impacts related to the air quality, the provision of solid waste disposal in Los Angeles County, and traffic and circulation." The project may also have a negative impact upon what's left of the beautiful and valuable Los Cerritos Wetlands nestled within the nearby oilfields which many folks in Long Beach are trying to purchase, preserve and restore.

I feel we have enough Home Depots in our area. Let's try to do something that will have less of an adverse impact on our community and the environment, and also try to hold onto that special little piece of nature.

After attending the hearing I feel the above even more strongly, and the idea of a moratorium on all development in the area while an overall planning study is done soliciting community input from all sectors makes a great deal of sense. Also, opening the door to "spot development" would really create some "adverse impacts". We can do better, and for the sake of our community and the environment I hope that we will.

Thank you.


Kerry Q Martin
7890 E Spring 4W
Long Beach CA 90815
562-431-1216

July 3, 2006

RE: Opposition for the Home Depot project.

Dear Planning Commission:

We strongly agree with a moratorium on development until the master plan is approved for the area of: Studebaker Road & Westminster-2nd Street & the Seal Beach Border.

We already have too much traffic and congestion. This is a residential neighborhood area. We do not need more noise and air pollution that is already created from the LB airport, nearby electric plants (two) and the desalination plant (under construction).

We oppose the Home Depot project and we do not care if it is an "upscale" Home Depot. It is one more home improvement store. There are already two other big box home improvement centers of another brand that are three and four miles away, additionally there are also two other Home Depot stores within five miles of the proposed location. That is currently four big box home improvement centers well within our reach that are already built. Does our area really need another big box home improvement center adding to the air, noise pollution and traffic congestion already in existence? We think not.

Sincerely,



Russ and Paula Jameson
8830 E. Kallin Way
Long Beach, CA 90815

THE HOME DEPOT PROPOSAL: AN ANALYSIS

To: Angela Reynolds, Environmental Planning Officer
City of Long Beach
Department of Planning and Building, 7th Floor
333 West Ocean Boulevard
Long Beach, CA 90803

July 14, 2006

Every proposal of the Home Depot (HD) type has proponents and opponents; each has what he considers compelling, logical justifications. This proposal is no exception. I will make every effort to analyze these justifications and objections as objectively as possible here.

The HD proposal is to locate a Home Depot Design Center, an up-scale restaurant and two retail stores on the southernmost section of land which at present is a non-operating tank farm. The western boundary of the project is Studebaker Rd; northern boundary is near Loynes Dr., which will provide entrance/exit; the southernmost boundary is Westminster Blvd./Second Street. HD and its supporters have advanced arguments in favor of the proposal, and homeowners and residents of the area, fearing negative impacts from the proposal and who want to maintain their neighborhoods' current stability, have responded with their own arguments. There are many on each side, but I will deal with the most salient. I will cite the HD's arguments, the residents' responses, Long Beach's Environmental Impact Report(s) (EIR), and other reliable sources

First, the proposal will require dismantling and removal of the tanks, removal of contaminated soil and grading before construction can begin. The HD asserts that this step in the construction will be mitigated by restricted hours of heavy equipment work, by wetting the soil to keep down dust, and by continual clean-up of streets used to haul away any contaminated soil. The residents have countered that a project of this scope cannot be adequately mitigated, that noise, dust, and heavy equipment traffic will bring significant negatives to the area. The EIR states in Section 8.1 **Air Quality**, "Air quality impacts would occur during construction of the proposed project from soil disturbance and equipment exhaust. ... Even with applicable rules and regulations ... construction impacts related to air quality remain significant and adverse."

It seems certain this land will eventually be developed, and this phase of construction will necessarily take place; the bad air quality and noise will be unavoidable. However, the EIR suggests that the work be scheduled so as not to overlap with possible other projects in the area.

Second, this conflict has been going on since the HD proposal became public knowledge in 2002. It aroused area residents, who held a protest meeting in the auditorium of Kettering Elementary School on Every seat was filled, and people crowded the doorways and aisles. Other meetings sponsored by both HD and the residents have since been held. Also, the City of Long Beach's Planning Commission had the EIR for the proposal prepared. They issued the first draft in April, 2004, and both sides went over it with a fine tooth comb. HD

had agreed to a number of mitigation measures; however the residents called attention to EIR omissions and erroneous/incomplete information. A study session of the Planning Commission was held; HD agreed to try to remedy omissions and provide revisions in the plans and further mitigations to win approval from the Planning Commission and acquiescence from resident opponents. Next a revised draft of the Planning Commission's EIR was issued and another study session held. This study session revealed that the conflict was still at a boil. What follows is a summary of the HD's changes and mitigations and the continuing critical opposition from the residents.

This Planning Commission's second study meeting dealt primarily with the same issues that surfaced during the Commission's first study meeting. A major dispute remains the traffic problem. HD had agreed to fund improvements by restriping Studebaker Rd. from two lanes to three, to ease traffic at intersections, at Loynes Dr. and Studebaker Rd (the entrance/exit to the project), at Studebaker Rd and 2nd Street/Westminster. HD asserted that this mitigation would provide a 3-5% improvement in current traffic congestion in the area. Residents pointed out the word "current" traffic congestion; the HD mitigation did not cover the increase in vehicular traffic which having a HD center would bring to surrounding streets. The residents also pointed out that the effect of increased traffic on Loynes Dr. from the entrance/exit to the HD project southwest to Pacific Coast Highway and back from PCH to Loynes Dr and Studebaker Rd. would heighten the congestion at the intersections of Loynes and PCH and at one of the most jammed up intersections in Long Beach, 7th Street and PCH. Moreover the jump in traffic on Loynes would have direct impact on Whaler's Cove, Belmont Shores Mobile Home residents, the homes from University Park Estates, which back up to Loynes on the northwest side and the residences south of PCH. Neglected also by HD and the EIRs was the real possibility of "cut-throughs" using the streets inside University Park Estates, which has three frequently used entrances/exits" 7th St. and Margo Ave., 7th St. and Silvera Ave. and Palo Verde Ave. and Loynes Dr. (Palo Verde Ave. ends and becomes Vista St. 20 yards north of Loynes Dr.) Cut-through traffic would be an unfamiliar danger to children, especially those going to and from Kitteridge Elementary School at the corner of 7th St. and Silvera. The minimum mitigation possible would be for the city to put speed bumps along Margo Ave., Silvera St. and Vista Ave. and to install a light signal at the intersection of Palo Verde Ave. and Loynes Dr.; the light signal would provide a means for University Park Estates residents to gain exit and to enter during business hours.

As to traffic and circulation the Planning Commission's EIR reports on Studebaker Rd./SR-22 westbound ramps (controlled by CALTRANS), "Therefore, this intersection would experience a significant unavoidable impact during the weekday period." And the EIR says of the two intersections at PCH/7th Street and PCH/2nd Street, "Therefore, the proposed project creates a significant unavoidable impact at this location during the weekend. Period.

Again, the intersection of Loynes Dr./PCH, which would be also be impacted, was not mentioned.

Also, the EIR states under Section 8-1, **Long Term Regional Air Quality Impacts** resulting from stationary and mobile sources involving project related change, "Therefore, long-term impacts remain significant and adverse."

In addition, the EIR, although it mentions briefly the Lennar Seaport Marina project for the corner of PCH and 2nd Street, does not include its impact on traffic and air quality. Lennar proposes to build on this site 170,000 of retail space ideal for smaller up-scale boutiques and approximately 425 condominium homes of various types, including luxury flats, lofts and townhomes. The impact on the area goes unmentioned.

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Also, Panattoni & Boeing Realty Corporation have proposed on the site southeast of Seal Beach Boulevard and Westminster Avenue in Seal Beach; this site is within a mile of the terminus of Studebaker Rd. at 2nd Street/Westminster. The plans call for four buildings: a 65,484 sq. ft. hotel; a 10,725 sq. ft. food retail space; a 5,400 sq. ft. retail building; and 3,400 sq. ft. drive-through restaurant. The impact on east Long Beach goes unmentioned.

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Next the EIR reports that at present the **Solid Waste System** serving Los Angeles County to dispose of non-hazardous solid waste is insufficient to carry an increase load from the project. HR offers to mitigate this by replacing the current pipeline (which now serves University Park Estates) with a larger pipeline which would handle the increased disposal of solid waste created by the project. But according to the EIR, "The project may, however, result in a potentially significant cumulative impact to solid waste capacity in the County of Los Angeles. Implementation of the above-mentioned mitigation measures will facilitate recycling of solid waste generated by the project site land uses to the extent feasible. Due to the existing deficiency in long-term waste disposal capacity at waste disposal sites in Los Angeles County is authorized consultation and cooperation with Los Angeles County seems imperative in order to avoid long-term waste disposal foul-ups.

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Next, at the second Study Session of the Planning Commission the attorney spokesman for IID asserted that the proposed Design Center was not a regular Home Depot., that it was not "contractor oriented," that it would contain "Inside shops": bathroom, kitchen, living room, patio, landscaping and so forth; it would, in essence not be a Home Depot, and thus the kind of commerce practiced at the Design Center would be evenly spaced throughout the business day, and so it would have little impact on vehicular traffic. HD's opponents interpret the term "Design Center" as a euphemism created by HD marketing to soften the term "Home Depot," to silence opponents and to increase HD's bottom line. A Design Center will be a Home Depot plus a Design Center, an increase in HD's products and services. The Design Center would still sell all of the products sold by Home Depot (e.g., hardware, lumber, wallboard, roofing, concrete, etc.). One homeowner questioned whether contractors would not take advantage of the Design Center, would it have a contractor ordering desk or a special contractor checkout stand. No answer was forthcoming, no denial. IID opponents also reminded the lawyer that when the HD proposal first became public, it was called "Home Depot, not "Home Depot Design Center," the change taking place after they realized the enormity of the opposition to the project. A rose by any other name?

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The IID asserts that the project will beautify east Long Beach, by ridding the area of the blight represented by the tank farm (most of it, that is) east of Studebaker Rd. An editorial in the *Press Telegram* (Sun., July 9) says the tank farm is "an ugly, fenced in oil tank farm." And its disappearance will "eliminate a blight in east Long Beach." As William Blake

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informed us, "Beauty is in the eye of the beholder." The residents agree with Blake and point out the tank farm is scarcely visible from Studebaker Rd. **because** it is fenced in and **because** the rows of trees lining the fence conceal all but the top sections of the tanks. The residents have never complained of tank-farm blight or ugliness. In fact, those who have live in the area, some for 25 years or more, view the tops of the whitish tanks as mushrooms, silent, unobtrusive long-living plants, and to raze them would be to destroy the peaceful view. The EIR remains mute on this ugly/beauty controversy.

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The economic benefits IID claims will result from the HD project are two: an increase in employment and an increase in sales tax revenue to the coffers of the City of Long Beach. First, the project, says HD, will create approximately 276 new jobs in Long Beach; these jobs will provide wages and benefits to Long Beach citizens. The pay level of HD employees is above minimal wages, some offering salaries for lead workers well above the minimal wage. The opponents agree that HD's wage structure is adequate or more than adequate. Residents do point out, however, the word "new" should be "additional" for Long Beach. HD has experienced, competent personnel in its stores' key positions. This makes good business sense, for experience is a *sine qua non* to run a cost-efficient department and to deal with both savvy and naïve shoppers that IID wants to enlist as return customers. The question posed by IID's opponents is how many of the key jobs will be new, that is, be filled by new people from Long Beach. Or will HD import key personnel from stores outside Long Beach, and let the lesser paying jobs go to Long Beach residents? Only HD could answer this question.

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Second, the increase in sales tax revenue that IID estimates it will generate for Long Beach is \$2,500,000 over a period of five years. This translates to \$500,000 per year. An analysis by opponents compared the \$500,000 to the budget for the City of Long Beach, \$2,069,110,356 for the period of September 30, 2005 to October 31, 2006. The result reveals that the \$500,000, which looks impressive standing alone, turns out to be .024% of the \$2,069,110,356 budget. IID's opponents conclude that the increase in sales tax revenue is insignificant, in fact puny.

Now let's consider the revenue the resident-opponents of the areas that would be impacted by the HD project bring to Long Beach. The area includes many neighborhoods: Residents living south of Stearns St. on both sides of Studebaker as far as Palo Verde to the west and to Orange County on the east. (This includes part of El Dorado south and Bixby Hill, College Park Estates east.) University Park Estates, Belmont Mobile Homes, The condos and rentals north of Loynes Dr., Whaler Cove, residences south of PCH, including Bay Harbor, and Naples. Unfortunately the deadline for submitting this letter precludes an accurate estimate of the number of residents and the number of dwellings including apartments and condos. All of these residents command a higher level of income than the national average, and a huge number have an income level in the top 10% of the nation. Opponents submit that the revenue to Long Beach, including sales tax revenue but well beyond it, eclipses the .024% potential increase in revenue that IID claims it will generate for Long Beach. These residents are **already** an enormous source of revenue for Long Beach; they have contributed to Long Beach's budget for years and will continue to contribute in years to come. Opponents feel that as substantive contributors to the budget health of Long Beach they merit substantive

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representation in the halls of city government, that city government weigh the value of the desire for their lifestyle not to be damaged by a few additional jobs or a .024 increase in sales tax revenue the IID claims will benefit Long Beach. They are adamant in their opposition to the IID project and their desire to maintain their lifestyle.

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Although adamant in opposing IID, the residents are not unreasonable. They understand that land owners have rights to develop property they have invested in. But they do not believe that the free market, as the *Press-Telegram's* editorial stated, should be the only criterion that development is judged by. That is why Long Beach has a Planning Commission, whose charge is to study development to determine if it will harmoniously fit the community and not adversely impact residents. The residents want to respect property owners' rights but do not want piece-by-piece development which will not respect residents' welfare. For that reason, the opponents to IID recommend a moratorium on all east Long Beach development until a master plan for the whole area can be put in place, a master plan that will include the tank farm, the Panattoni & Bociug Reality project adjoining Long Beach in Seal Beach, and the Lennar Seaport Marina project at PCH and 2nd Street. A master plan should include impact of traffic, air quality, waste disposal, all the concerns set forth in this paper, as well as benefits to Long Beach. The opponents to IID do not want to resort to lawyers so ask to have a voice in the master plan; they want to follow a logical path. In short, the residents of east Long Beach want what will be best for the whole city and its residents.

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Submitted by Donald Mills
6320 Vista Street
Long Beach, CA

July 9, 2006

Angela Reynolds
Environmental Planning Officer
333 W. Ocean Blvd. 7th Floor
Long Beach, CA 90803

Dear Ms Reynolds:

**RE: DRAFT REVISED ENVIRONMENTAL IMPACT REPORT - PROPOSED
HOME DEPOT DEVELOPMENT ON STUDEBAKER ROAD & LOYNES
DRIVE**

I attended the Planning Council hearing on Thursday, July 6, 2006, and remain concerned as follows:

IMPACT ON LOYNES - A GLARING OMISSION

How is it possible, that one year later, this issue is still not adequately addressed? This is a primary issue for many residents. The following question still needs to be reviewed and answered:

Is the projected first five-year revenue of \$500,000 per year adequate to even cover increased repairs that will be required to Loynes?????

The Home Depot proponents gave a slick, professional presentation. However, why was the impact on Loynes not addressed? How many more cars and trucks are expected? Isn't there a weight limit in terms of what the street can handle? And what about public safety risks and increased costs for services?

NEED FOR MASTER TRAFFIC PLAN

The impact of all pending projects in the area should be factored in to any evaluation of whether their traffic mitigation measures are adequate! There has been a public outcry to this effect. Our government entities should pay attention.

I was discouraged by the meeting, as I have corresponded previously on two occasions, once dedicated entirely to the Loynes problem. I noted several other residents expressed similar concerns. Still, the issues were not addressed. Traffic in this area is already horrible. Please don't make it worse by allowing developers to gloss over significant impact with fancy presentations.

Sincerely,

ANGELA MCCORD
6214 Emerald Cove Drive
Long Beach, CA 90803

R-P-6

Home Depot

Debra Ramsey Gilbert
6321 E. Colorado Street
Long Beach, CA 90803
(562) 493-8785
gilbert.dr@verizon.net

Angela Reynolds, Environmental Planning Manager
City of Long Beach
333 W Ocean Blvd.
Long Beach, CA

Dear Angela:

The following comments are divided into three sections: General Comments, Specific Comments related to the Traffic Impact Study, and Specific Comments related to the DEIR

General Comments

Throughout the document, the Consultant does not recognize or minimizes the potential impact the proposed project may have on the surrounding neighborhood, the Los Cerritos Wetlands, and the traffic impact in the normal summer months.

The Los Cerritos Wetlands area is < 100 yards south and west of the project site. Based on the project's proximity to the wetlands, it is my belief it is critical that the DEIR fully evaluate the potential impacts the Home Depot project may have on the long-term success of the restoration. For example, the DEIR should evaluate: impacts on water quality within the wetlands due to changes in storm-water runoff (both quantity and quality); impacts of increased air pollution and non-point source pollution from landscaping method (lawnmowers, leaf blowers, application of pesticides and fertilizers, etc.), vehicle emissions, oil and other chemical leaks, and roads, etc.; and the potential of non-indigenous plant and animal species that may become introduced in the or affect the wetlands.

Additionally, for every significant impact identified in the DEIR, the Consultant should identify reasonable mitigation methods for the three (3) traffic intersections that have significant impact. The identified mitigation measures listed in the report should be measurable to allow monitoring of their implementation. Due to the insufficient detail of the proposed mitigation measures, a thorough evaluation of the Project and its impact on the surrounding natural resources is difficult.

There is no review of the fiscal impacts of the project on the City of Long Beach. The DEIR should include a detailed review of the short-term and long-term revenues that the city is likely to generate from this project as well as the long-term and ongoing expenses that are likely to be incurred. These should include but not be limited to police, fire, and paramedic services, public infrastructure maintenance. This type of analysis should be included as part of the DEIR.

Specific Comments RE: Traffic Impact Analysis

General Observation -- The analysis does not take into consideration the proposed Seaport Marina project at 2nd Street and PCII with 425 residential units and retail was omitted from the traffic study. When this is added to the cumulative baseline for traffic, it will exceed the 2% limit, and therefore the applicant must show ways to mitigate.

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The traffic study for University Park Estates has only begun, the 2nd week of June; this is months after the completion of the DEIR! This is when the university and Kettering Elementary School are not in session. The traffic study is being conducted at the low volume levels of our traffic season.

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Page 11, Existing Traffic Volumes

Throughout the entire report it lacks substantiation of the time periods the data was collected. Report does not identify the time frame (i.e. Year, month) the weekday peak period intersection turn volumes the City of Long Beach provided the vendor. How old is the data? Also, additional data collected for the study, noted January 2004 does not represent the higher traffic periods of June, July, and August. Typically traffic studies do not include these months, but this is a summer destination location and should be considered.

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Page 10, Loynes Drive

Loynes Drive was originally designed as a low-level collector street. The impaired condition of Loynes Drive is omitted from the DEIR. There is no mention of dangers of this roadway, and the deaths/accidents that occur both traveling east or westbound.

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Page 14, Trip Generations

Please identify the locations of the three existing Home Depot stores. Are they located in beach communities? Please identify what the time frame the data was collected by the 3rd party vendor, Barton-Aschman Associates in determining the "pass-by" reduction factors.

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Page 28, Weekend Midday Analysis

To use existing sales data from other Home Depot stores to determine the demand per hour during the weekend, please identify the beach communities used for making this assumption. Also, as a resident of the proposed area, I disagree that the hours of 11:00 a.m. and 1:00 p.m. are peak at the Studabaker/2nd Street intersection.

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Please identify what the time frame the data was collected by the 3rd party vendor, Barton-Aschman Associates in determining the "pass-by" reduction factors.

Page 48, Recommended Improvements/Mitigation Measures, Items 1-9

There is no assurance the City of Long Beach will gain agreement with Caltrans to mitigate traffic congestions. This agreement needs to be gained prior to project approval. Please substantiation that agreement will be reached.

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Specific Comments related to the DEIR

4.1-15 Light and Glare

Site-Photos in the DEIR do not provide reviewers with the ability to evaluate how the area will look once the area is built out related to **nighttime lighting**. It would be helpful if the DEIR displayed how the surrounding neighborhoods would view the development with nighttime lighting using the reflector system identified in the report.

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4.1-16, Cumulative Impacts

Again, the project proponents dismiss the concern of the public regarding the project by stating that, ". Mitigation Measures 4.1.1 and 4.1.2 and with the existing urban context with not contribute to a significant cumulative impact."

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4.2-28, Fugitive Dust

DEIR does not state who will monitor Mitigation Measures 4.2.1, 4.6.1 and 4.6.5. It is unacceptable to assume the contractor will monitor these mitigation measures. Please state who will monitor these measures?

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4.3.5, Biological Resources Cumulative Effects

The DEIR takes a narrow focus when addressing the project's impacts to Biological Resources. This focus suggests that changes within the proposed project site do not or will not have any potential impact on biological resources found as close as 100 yards away. Generally, biological resources do not acknowledge the artificial boundaries.

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4.6-12, Hazardous Materials

The DEIR minimizes the distance the elementary school is from the proposed construction site. As state above methane could occur in elevated concentrations at the construction site. As our children are our greatest treasure, does ¼ mile distance make a difference if methane is released? This is a significant concern. In stating the impacts: there is no mention as to the potential hazards/concern of the immediate residents.

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4.6-14 Mitigation Measure 4.6.5

"A detailed methane soil gas investigation work plan shall be prepared by the project applicant." An independent 3rd party should be responsible for the report and work plan. Also, an independent party, outside the City of Long Beach, should be responsible for review and implementation of the plan. Also, how will the venting be done?

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4.6.7, Level of Significance after Mitigation

Again, the project proponents dismiss the concern of the public regarding the project by stating that, "Implementation of the mitigation measures.will reduce potential project-related hazards and hazardous materials impacts to **less than significant levels**." The list of unknowns is long, for example the possibility of elevated levels of methane, toxins in the soils (necessary detail investigation report after grading, and Tank #5 pipeline rerouting. Reviewing each section of the DEIR this is the largest section containing over nine mitigation measures.

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4.11-3, Loynes Drive

Nowhere in the study does the consultant address the condition of Loynes Dr. They do not address that the road is partly built on land fill, is bumpy, has one specific dangerous curve, and has the need to be re-graded on a 5 year basis.

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4.11-12, Neighborhood Street Impact

The Analysis does not address traffic originating at the site with the destination of 22 Freeway. When congestion is on Studebaker, waiting for the 22 Freeway, traffic will "cut through" University Park Estates, using Silvera Road. Motorist tired of waiting will and do use Silvera Avenue (Kettering Elementary) as an alternate route. A through analysis of traffic originating at the site with the destination of 22 Freeway is needed.

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Table 4.11.C: Timed Route Surveys Summary

Reviewing the table comparing arterial streets (7th, Studebaker, Loynes) to neighborhood streets (Margo, Silvera) the greatest time difference between the shortest timed routes to the longest timed route is only 3 minutes 37 seconds. The study leaves out impact of the 22 Freeway. If Studebaker is congested, the 3 minutes 37 seconds it takes to use the "cut through" becomes insignificant.

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Also, the law of averages is a minimum study of three trials, this study; per page 4.11-13 only conducted two timed trials traveling in each direction.

6.6 Alternative 3 and 4

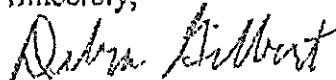
Report states that each of these alternatives meets Project Objectives 2-4, and serves the needs of the local residents. A through analysis is needed to determine if the local residents want a commercial Home Improvement Store. You will find they do not. Any one of these alternatives could satisfy the local residents.

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In keeping with the project objectives. To meet Project Objective #5 Sales Tax, and Project Objective #1. The City, Home Depot, and a 3rd Party need to explore the 10 additional sites identified on page 6-3.

While it is understood this property was purchased for development, a reasonable compromise should be met between the property owner and the local residents.

Sincerely,



Debra Ramsey Gilbert

June 26, 2006

Mrs. Reynolds

I very much oppose the building of a Home Depot commercial development at Loyras & Stadelaker. This is not a location for this type of business.

The building of a Home Depot would be an eye sore for the surrounding homes and not to mention increased traffic of an already busy Stadelaker. Please do not pass this.

Don't ruin our beach community. There are other more commercial areas to take care of this type of business. Also, we already have at least 2 Home Depot in Long Beach!!

Thank you

Susan Townsend
25 Savona Walk
Long Beach 90803
562-438-1018

Harry C. Carr

6325 COLDRAU STREET, LONG BEACH, CALIFORNIA 90814

6/20/06

Angela Reynolds
Dept. of Planning & Bldg.
333 W. Ocean
Long Beach, CA 90802

Re: Home Depot Develop./attdebecker

We are extremely opposed to this plan,
and disappointed in our City planners
for letting it go this far!

The recirculated draft EIR makes it
clear there would be very adverse
and significant impact on a large
area around the site.

Ardoth A. Carr

9/1/06

450 Daroca Avenue
Long Beach, CA 90803

June 17, 2006

Angela Reynolds, Environmental Planning Officer
City of Long Beach
Department of Planning and Building, 7th Floor
333 West Ocean Boulevard
Long Beach, CA 90802

Dear Ms. Reynolds:

I have reviewed the Recirculated Draft Environmental Impact Report (DEIR) for the proposed Home Depot development at 400 Studebaker Road at the intersection of Studebaker Road and Loynes Drive, and the project that proposes to develop 1.37 acres near the intersection of Silvera Avenue and 7th Street.

I have lived in University Park Estates for forty-six years and am concerned with the impact on our neighborhood as are most of my neighbors. My concerns are the following:

Concerning 400 Studebaker Road:

1. Traffic congestion along the East side of Studebaker is extremely heavy from 2nd Street to the onramp of the East bound 22 Freeway.
2. According to the EIR, the intersections operate at unsatisfactory levels now.
3. Due the previous dumpsite, Loynes Drive is very unstable, must be repaved often, and has many accidents.
4. The left lane of Studebaker going south is also very unstable and must be repaved often.
5. The holding tank on the proposed site on Studebaker Road would be emptied into our sewer on Vista Street. Some of the neighbors already smell sewage in the evenings, and this will only make the problem worse.

6. Home Depot has a policy stating that day laborers will not be allowed on their property. We certainly do not want them loitering in Channel View Park and possibly increasing crime in our neighborhood.

5

Concerning the possible development of 1.37 acres of open space near the intersection of Silvera Avenue and 7th Street:

6

1. Development of this strip of land would be extremely dangerous due to the high rate of speed traveled by most eastbound cars merging to the 405, 22 and 605 freeways.
2. Creating a park would eliminate the ability of trucks to reach the pump houses they currently service on the property.
3. Is Home Depot planning to locate day laborers on this property to be picked up by Contractors and others? This would be totally unacceptable as this site is adjacent Kettering Elementary School's Kindergarten, playground, and classrooms. The additional traffic to a park/pick up location would be dangerous to children.
4. We don't need another park as we currently enjoy Channel View Park.

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In summary, I am adamantly against the placement of a Home Depot at the intersection of Studebaker and Loynes, as are over 800 other neighbors who have signed the petitions.

10

Sincerely,

Helen M. Carlson

Helen M. Carlson

Angela Reynolds
07/06/2006 03:01 PM

To: "Craig Chalfant" <cchalf@longbeach.gov>
CC:
Subject: Fw: Home Depot

Sent from my BlackBerry Wireless Device

----- Original Message -----
From: Steveoffthewall
Sent: 07/05/2006 07:57 PM
To: Angela Reynolds
Subject: Home Depot

Dear Angela,

We are vehemently opposed to the proposed Home Depot Project on Loyne and Studebaker. As far as shopping at Home Depot we have four options to visit their stores within a 10 to 15 minute drive from most Long Beach locations. We urge the city of Long Beach to veto this project that is going to increase traffic and pollution in an area that cannot afford further congestion.

Thank you in advance for supporting our community.

Steve Wall
Off The Wall Inc.
Phone: 562-430-2022
Fax: 562-439-6483

From: Craig_Chalfant@longbeach.gov
Sent: Monday, July 17, 2006 1:54 PM

Subject: Re: PCH Development

Frank Colonna

Sent by: Julie Maleki

To: "Michael LoGrande" <Michael.LoGrande@lacity.org>

cc: Angela Reynolds/CH/CLB@CLB

07/10/2006 08:56 AM

Subject: Re: PCH Development [Link](#)

Hi Michael,

Thank you for your email regarding the Home Depot project. I am forwarding your email to Angela Reynolds with our Planning Department so that your comments can be recorded.

If our office can be of further assistance, please do not hesitate to contact us.

Julie Maleki

Office of Councilmember Colonna

(562) 570-8756

"Michael LoGrande" <Michael.LoGrande@lacity.org>

07/07/2006 07:37 AM

To: <district3@longbeach.gov>

cc:

Subject: PCH Development

My Name is Mike LoGrande. I live at 2040 Ocana Avenue in the Los Altos neighborhood of Long Beach. I wanted to let you know that myself and many of my neighbors support new development and investment in East Long Beach. **Specifically, I am supportive of the Home Depot design center which will be before council shortly.** The outdated heavy industrial land uses that line PCH are blight and prime areas for growing the commercial services on the East side.

I realize this development is not in CD4, but I urge you to consider some issues when reviewing this proposal. We are getting ride of a heavy industrial use with few jobs and adding a destination with much needed restaurants. Long Beach lacks a restaurant row, and retail services. We can not attract private investment in our outdated oil fields without allowing for progress. The EIR looked at traffic and offers proper mitigation. The number of trips can easily be supported on PCH and the nearby connections to the freeway. Finally we are seeing some progress on the East side and private development that is not just residential.

The majority of opposition for the project is coming from Seal Beach residents. Regardless, their concerns regarding traffic are not based on factual information but fears of progress and change. Between the Bixby oil fields on PCH, and the oil storage tanks across the street this area is an eyesore and blight. Just look at the gateway to 2nd Street along the Bixby property. Over grown weeds and palms tree's that have never been

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maintained or properly fenced. If this is our wetland, we need some private development to assist in making portions of it accessible and useable by allowing for smart growth development. New commercial development is a perfect fit along this corridor and one of the few opportunities to provide shopping and dining choices for local residents. I suggest looking at this entire PCH corridor during the General Plan update and designate it as a primarily commercial land use, with some opportunities for mixed use development. Every day Long Beach residents drive to Seal Beach, Lakewood, or Cerritos to shop and dine. These extra freeway trips and loss of tax revenue should be recaptured in East Long Beach.

Thanks for your time and consideration.

Lisa Williams

From: Craig_Chalfant@longbeach.gov
Sent: Monday, July 17, 2006 1:53 PM
To: Lisa Williams
Subject: Proposed Home Depot

Gazette Classifieds <classified@gazettes.com>

07/06/2006 12:44 PM

To: <angela_reynolds@longbeach.gov>
cc:
Subject: Proposed Home Depot

To whom it may concern,

I own a condo at Village on The Green, Bixby Village Drive and Loynes Drive.

I am a native Long Beach Resident for almost 40 years.

My family owned homes in Park Estates and on Marine Stadium since the 1950s.

For many reasons I am against the proposed Home Depot project.

I wanted my opinion noted for the record.

If more detailed information is requested from me as to my reasons, please contact me via email, phone or mail.

Thank you.

Gina Schmeling
6028 Bixby Village Drive #88
Long Beach, California 90803
(562) 522-0215

Lisa Williams

From: Craig_Chalfant@longbeach.gov
Sent: Monday, July 17, 2006 2:50 PM
To: Lisa Williams
Subject: home depot

"Barrie Lamont" <barrie22@verizon.net>

06/30/2006 11:03 AM

To: <angela_reynolds@longbeach.gov>
cc:
Subject: home depot

I am a resident of Belmont Heights and have ample Home Depots already
exisiting in Long Beach to serve my needs. I am concerned about the traffic
congestion. Please register my opposition. Thank you.

Barrie Lamonte 255A Belmont Av Long Beach ca 90803

1

Lisa Williams

From: Craig_Chalfant@longbeach.gov
Sent: Monday, July 03, 2006 8:42 AM
To: Lisa Williams
Subject: Re: comments on Home Depot.

FYI

Thanks...I will add your comment to the record.

Angela Reynolds, AICP
Planning Officer
Planning & Building Department
City of Long Beach
(562) 570-6357

Building a Great City, Delivering Exceptional Service

"James J. Mitchell" <jasjmtch@ix.netcom.com>

06/29/2006 06:11 PM
Please respond to jasjmtch

To: "angela_reynolds" <angela_reynolds@longbeach.gov>
cc:
Subject: comments on Home Depot.

James J. Mitchell
jasjmtch@ix.netcom.com
EarthLink Revolves Around You.

> [Original Message]
> From: Mail Delivery System
<Mailer-Daemon@elasmtp-banded.atl.sa.earthlink.net>
> To: <jasjmtch@ix.netcom.com>
> Date: 6/29/2006 6:05:56 PM
>
>
> Angela:
>
> I would like to add my comments in advance of your 7/6 meeting as I will
be vacationing on the East Coast.
>
> This project will add an untold number of autos to the area that already
is choked at times with traffic back up.
>
> Home Depot's by their very nature are built to attract a high volume of
shoppers, some arriving one to a vehicle.
>
> There will be added noise pollution, not to mention the vehicle exhaust
factor.

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>
 > Additionally, I am uncomfortable with the question of 'day laborers' mingling in the area waiting for work.
 >
 > I would prefer the city of Long Beach to be proactive and listen to the residents and those impacted by this project.
 >
 >
 > James J. Mitchell
 > 4254 Massachusetts Street
 > Long Beach 90814
 > 562-433-0389
 >
 >
 > James J. Mitchell
 > jasjmtch@ix.netcom.com
 > EarthLink Revolves Around You.
 > -----=_NextPart_1070111730215891551968
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 > <BODY>
 > <P>
 > <DIV>Angela:</DIV>
 > <DIV> </DIV>
 > <DIV>I would like to add my comments in advance of your 7/6 meeting as I will be vacationing on the East Coast.</DIV>
 > <DIV> </DIV>
 > <DIV>This project will add an untold number of autos to the area that already is choked at times with traffic back up.</DIV>
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 > <DIV> </DIV>
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 > <DIV> </DIV>
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 > <DIV> </DIV>
 > <DIV> </DIV>
 > <DIV>James J. Mitchell</DIV>
 > <DIV>4254 Massachusetts Street</DIV>
 > <DIV>Long Beach 90814</DIV>
 > <DIV>562-433-0389</DIV>
 > <DIV> </DIV>
 > <DIV> </DIV>
 > <DIV>James J. Mitchell</DIV>
 > <DIV>jasjmtch@ix.netcom.com</DIV>
 > <DIV>EarthLink Revolves Around You.</DIV>
 > <DIV> </DIV>
 > <P></P></BODY></HTML>
 > -----=_NextPart_1070111730215891551968--

Lisa Williams

From: Craig_Chalfant@longbeach.gov
Sent: Tuesday, June 20, 2006 1:50 PM
To: Lisa Williams
Subject: A Citizen's Comment on the proposed Home Depot Site

FYI

Angela Reynolds, AICP
Planning Officer
Planning & Building Department
City of Long Beach
(562) 570-6357

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----- Forwarded by Angela Reynolds/CH/CLB on 06/12/2006 10:19 AM -----

Patlemm@aol.com

To: angela_reynolds@longbeach.gov

06/09/2006 10:40 AM

cc:

Subject: A Citizen's Comment on the proposed Home Depot Site

To Angle, I'm a resident in the Bixby Hill neighborhood just off of Studebaker and Anaheim. I'm most concerned about Home Depot wanting to open a site on Studebaker, just South of 7th St. The environmental impact is my largest concern. Kettering Elementary School is just across the street of Studebaker with the playground facing Studebaker where all of the children play and have P.E. and recess outside, breathing the air (which must already be of poor quality because of the other air exposure of 7th St. (which is horribly congested everyday now.) We should learn from our mistakes we made when we developed 7th St into practically a Frwy! Home Depot will create more air pollution, congestion, noise pollution (we already have enough from the airplanes above that area). Enough is enough....we need to preserve land near homes in Long Beach for the sake of our health. Thank you, Pat Lemmerman....860 Hillside, Drive, Long Beach, 90815.

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Lisa Williams

From: Craig_Chalfant@longbeach.gov
Sent: Tuesday, June 20, 2006 1:45 PM
To: Lisa Williams
Subject: Proposed Home Depot Center / College Park West
Attachments: HOME DEPOT 6-13-06.doc

FYI

Here's another,,,,can you touch base w/ Lisa and find out if they're responding as they recieve these comments, and if we're still on target w/ our schedule...thanks

Angela Reynolds, AICP
Planning Officer
Planning & Building Department
City of Long Beach
(562) 570-6357

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----- Forwarded by Angela Reynolds/CH/CLB on 06/20/2006 01:19 PM -----

"Michael Breul" <m.breul@verizon.net>

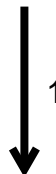
To: <angela_reynolds@longbeach.gov>

cc: <jbahorski@ci.seal-beach.ca.us>

Subject: Proposed Home Depot Center / College Park West

06/14/2006 07:29 PM

Angela, attached is my thoughts on the traffic problem that exists at the SR-22 westbound exit at Studebaker Road. We in College Park West will be significantly impacted by the development and it should be addressed in the EIR. Thank you for taking the time to discuss the issue with me. Please let me know if you are unable to open the attachment.



Best Regards

Mike & Karen Breul
205 Harvard Lane
Seal Beach, CA 90740
562-598-4069
m.breul@verizon.net

June 13, 2006

Ms. Angela Reynolds
Environmental Planning Officer
City Of Long Beach
Department Of Planning and Building, 7th Floor
333 West Ocean Boulevard
Long Beach, CA 90802

RE: Recirculated Draft EIR for Home Depot Center
Studebaker Road
Long Beach

Dear Ms Reynolds;

Thank you for taking the time to visit with me regarding the Recirculated Draft EIR for Home Depot Center. As I indicated, I am a resident of College Park West in the City of Seal Beach. College Park West is a 1965 development of 306 single family detached homes located immediately east of the San Gabriel Flood Channel and north of SR-22.

Our only neighborhood ingress and egress is via College Park Drive. Primary access to College Park Drive is a right turn from the west bound Studebaker Road off-ramp from SR-22 or a left turn onto College Park Drive from the SR-22 westbound onramp from Studebaker Road

Until approximately 5 years ago we were also able to access College Park Drive by driving through the residential neighborhood located east of Studebaker and north of SR-22. This allowed us to avoid the SR-22 off ramp access to College Park Drive. However, signs were posted indicating "NO RIGHT TURN 6-8 AM & 4-6 PM WEEKDAYS" for traffic west bound at the College Park Drive / Salida Avenue intersection and "NO LEFT TURN 4-6 PM WEEKDAYS" for traffic south bound on Salida at College Park Drive. In addition, a "NO LEFT TURN 4-6 PM WEEKDAYS" sign was added at the southbound Studebaker Road / 9th Street intersection. As a consequence, our only access is via the SR-22 westbound on and off ramps during peak traffic hours.

College Park Drive access from the SR-22 westbound off ramp is not a problem because it is a right turn. The problems are as follows:

- 1) The left turn from the SR-22 westbound onramp from Studebaker Road onto College Park Drive
- 2) Exiting College Park West via College Park Drive, either turning right onto the SR-22 off ramp or left onto the SR-22 on ramp. The off ramp traffic is extremely fast and constant, and there is limited visibility as the cars go around the off ramp curve.



During peak traffic hours, cars stack up on the SR-22 westbound off ramp starting at the Studebaker Road / off ramp signal and extending past College Park Drive, blocking access. Access to College Park Drive from the westbound SR-22 onramp would be improved by providing striping and signage on the off ramp requiring a "KEEP CLEAR" area or "DO NOT BLOCK INTERSECTON" sign.

3

The Recirculated Draft EIR indicates that the westbound SR-22 / Studebaker Road off ramp currently has an "F" rating for traffic congestion during weekday afternoons and that the proposed development will have a further "Significant and Adverse Impact" on traffic at that intersection. The "Significant and Adverse Impact" considers the proposed Seaport Marina Project (60,650 SF of retail space) and build-out of the Boeing Industrial Park. The Boeing Industrial Park will include 628,000 square feet of industrial space, 120 room hotel, 32,500 square feet of retail space, and 690,000 square feet of light industrial space. The Recirculated Draft EIR states that there are NO MITIGATION MEASURES AVAILABLE TO IMPROVE THE WESTBOUND SR-22 / STUDEBAKER ROAD INTERSECTION.

4

As difficult and dangerous as ingress and egress to College Park Drive is now, I can only imagine what it will be like when these projects are completed.

My only suggestion to aid the College Park West neighborhood and improve safety would be to remove the turning restrictions in the adjacent neighborhood, allowing us access through those residential streets. That way we could avoid the SR-22 on and off ramps and access Studebaker Road via the signalized Studebaker Road / Anaheim Road intersection.

5

I believe that ingress and egress to College Park Drive and College Park West need to be addressed in the EIR with mitigation measures identified and taken.

Thank You

Mike Breul
205 Harvard Lane
Seal Beach, CA 90740
562-598-4069

CC: Mr. John Bahorski
Seal Beach City Manager

Lisa Williams

From: Craig_Chalfant@longbeach.gov
Sent: Tuesday, June 20, 2006 1:41 PM
To: Lisa Williams
Subject: Home Depot

FYI

Angela Reynolds, AICP
Planning Officer
Planning & Building Department
City of Long Beach
(562) 570-6357

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----- Forwarded by Angela Reynolds/CH/CLB on 06/13/2006 04:23 PM -----

Michael Pickering <bosasha1@yahoo.com>

To: angela_reynolds@longbeach.gov

cc:

Subject: Home Depot

06/02/2006 07:50 PM

I cannot imagine why the city would allow this type of business in this area! If I can remember correctly, there is a Home Depot near Willow and Cherry, also at the Carson Mall. There is a Lowe's on Bellflower between Willow and Spring, and a lumber company on Alamitos between Willow and Spring. What can possibly be a valid reason for allowing another Home Depot at this location? Where is the need? I can only think it is about money.

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Has the city thought about the already congested traffic in this area, and making it worse? The street noise on Studebaker, 7th, Loynes Drive and PCH is bad enough. The air quality will also be effected due to numerous large trucks attracted to this type of business.

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Then there is the worker problem, with people hanging around to get work. With that there will be more graffiti in the area, and eventually this area will deteriorate and become unsafe.

3

I live in this area, and I hate to see it destroyed.

THIS IS A RESIDENTIAL AREA--PLEASE KEEP IT THAT WAY!

How low will we go? Check out Yahoo! Messenger's low PC-to-Phone call rates.

Lisa Williams

From: Craig_Chalfant@longbeach.gov
Sent: Tuesday, June 20, 2006 1:40 PM
To: Lisa Williams
Subject: Home Depot at Studebaker

FYI

Angela Reynolds, AICP
Planning Officer
Planning & Building Department
City of Long Beach
(562) 570-6357

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----- Forwarded by Angela Reynolds/CH/CLB on 06/13/2006 04:23 PM -----

"Myrrha Mariano" <myrrha.vm@verizon.net>

06/03/2006 04:37 PM

To: <angela_reynolds@longbeach.gov>
cc:
Subject: Home Depot at Studebaker

Looking at the EIR provided on the internet showing any improvement for traffic they all show due to right-of-way constraints there will be NO IMPROVEMENT for controlling additional traffic at ANY of the intersections. And the mess we have at the entrance to our city at Studebaker and the 22frwy/7th st. area per Cal Trans they say on your EIR report there is no room for nor do they plan on improving that zone due to right-of-way constraints. So far there is no reason to continue with a project that is only going to have negative results to the area.

Now pertaining to the area already with trash being thrown out peoples windows driving thru the area because they have no regard for an area they don't live in, now add to that more traffic more people and more sources of trash again no reason to proceed with a project only to create more unsightly blight. We that live in the area would rather see the tanks.

Now with the homeless that live in the area under the bridges at Studebaker/PCH, the field at Studebaker/Second st. the bridge at Second st./San Gabriel river the under pass and at 405frwy/605frwy/7th st. offramp that all stand in the intersections with their signs begging for money at passer-by. I am sure they will migrate towards this development to dig in the trash break into peoples cars and disturb those that may frequent the shops. I am also sure even though it's not in the report due to the hysteria it would cause if residents knew about a proposed day worker center to be built in or around the center that will attract illegals and just plain loiterers to the area that will also look for any easy opportunity to take what they can as they do at other home center locations.

All in all this is just bad idea for this part of town and does not fit the area. Why not push for this at the old Douglas plant in the Long Beach portion of it and everyone is happy.

Born and raised in Long Beach El Dorado park area
and now an Island Village resident

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Lisa Williams

From: Craig_Chalfant@longbeach.gov
Sent: Tuesday, June 20, 2006 1:39 PM
To: Lisa Williams
Subject: Home Depot EIR Proposed Site

FYI

Angela Reynolds, AICP
Planning Officer
Planning & Building Department
City of Long Beach
(562) 570-6357

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----- Forwarded by Angela Reynolds/CH/CLB on 06/13/2006 03:55 PM -----

Barbara_Kotsos@ea.epson.com

06/12/2006 11:48 AM

To: angela_reynolds@longbeach.gov
cc:
Subject: Home Depot EIR Proposed Site

Ms. Reynolds,

I would think that by now, after years of talking about this proposal, and hearing nothing but negative from Long Beach residents, that it would be very clear, to one and all, that this idea is getting a major thumbs down from local residents.

Just how many meetings need to be held to hear that this is NOT wanted and we do NOT want to proceed with this plan?

This area has too many Home Depots already! Does there need to be one within every square mile? I think not! And I am someone who has done many home improvements, and rely on this store for many supplies. Despite that, I do not need to have a choice of five local, identical stores to frequent. ONE in the area would have sufficed, and we are already well beyond that number.

The idea of developing a natural area of land is in itself and inherently abhorrent, but to serve such an unnecessary and unwanted purpose is yet worse. We don't want it, we don't want to see the land built upon, and we do not want to be faced with the negative repercussions that such development would bring: more traffic, noise, congestion and pollution to our area.

Put it up for vote, if trying to gauge public opinion seems to be unclear to those in the role of making a decision. Let the City step in and take charge, for once, in saying "no" to yet more developing. Changes to the plan are not the issue. The plan itself is the issue. We do not want that area developed; it's that simple.

Sincerely,

Barbara Kotsos

Barbara Kotsos
5255 Abbeyfield St.
Long Beach, CA 90815

work:

Epson America, Inc.
3840 Kilroy Airport Way
Long Beach, CA 90806
562-290-5148

Lisa Williams

From: Craig_Chalfant@longbeach.gov
Sent: Tuesday, June 20, 2006 1:39 PM
To: Lisa Williams
Subject: Home Depot on Studebaker

FYI

Angela Reynolds, AICP
Planning Officer
Planning & Building Department
City of Long Beach
(562) 570-6357

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----- Forwarded by Angela Reynolds/CH/CLB on 06/13/2006 03:48 PM -----

"A. Fruehan" <afruehan@yahoo.com>

06/13/2006 10:09 AM

Please respond to afruehan

To: angela_reynolds@longbeach.gov
cc:
Subject: Home Depot on Studebaker

I would be very happy to see a Home Depot at the end of Loynes. However, traffic is already very, very heavy on Studebaker. This project should be allowed contingent on making a causeway joining Studebaker with PCH.

Annette Fruehan

1

Do You Yahoo!?

Tired of spam? Yahoo! Mail has the best spam protection around
<http://mail.yahoo.com>

Lisa Williams

From: Craig_Chalfant@longbeach.gov
Sent: Tuesday, June 20, 2006 1:37 PM
To: Lisa Williams
Subject: EIR

FYI

Angela Reynolds, AICP
Planning Officer
Planning & Building Department
City of Long Beach
(562) 570-6357

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----- Forwarded by Angela Reynolds/CH/CLB on 06/12/2006 10:20 AM -----

"Pam Tuck" <pam.tuck@verizon.net>

To: <angela_reynolds@longbeach.gov>

cc:

Subject: EIR

06/09/2006 08:39 AM

As longtime Long Beach residents, we oppose the building of the Home Depot Design Center. The traffic congestion and all environmental problems associated with it will adversely impact our neighborhoods. 1

Sincerely,

Pam and Ed Tuck

Lisa Williams

From: Craig_Chalfant@longbeach.gov
Sent: Tuesday, June 20, 2006 1:35 PM
To: Lisa Williams
Subject: Home Depot EIR

FYI

Angela Reynolds, AICP
Planning Officer
Planning & Building Department
City of Long Beach
(562) 570-6357

Building a Great City, Delivering Exceptional Service

----- Forwarded by Angela Reynolds/CH/CLB on 06/12/2006 07:34 AM -----

"Anger, Scott" <sanger@lasd.org>

To: "angela_reynolds@longbeach.gov" <angela_reynolds@longbeach.gov>

cc:

06/09/2006 05:19 PM

Subject: Home Depot EIR

Good day, for some reason I cannot download the pdf files from the website.

My concern is traffic. What will be done in regards to the West Bound 22 fwy at the Studebaker exit. I live in the College Park West neighborhood and during rush hour it becomes difficult to enter and exit that neighborhood at the Studebaker off ramp, our only way into and out of the neighborhood. Is a tri phase (stop light) light part of the traffic plan for the increased traffic on that off ramp?

Scott Anger, Sergeant
Los Angeles County Sheriff's Department
Office of Homeland Security
Phone (323) 981-5917
Cell (323) 574-2486
Fax (323) 415-1912

Lisa Williams

From: Craig_Chalfant@longbeach.gov
Sent: Tuesday, June 20, 2006 1:34 PM
To: Lisa Williams
Subject: Home Depot

FYI

Angela Reynolds, AICP
Planning Officer
Planning & Building Department
City of Long Beach
(562) 570-6357

Building a Great City, Delivering Exceptional Service

— Forwarded by Angela Reynolds/CH/CLB on 06/12/2006 07:32 AM —

Barbara Haskett <bshasket6915@verizon.net>

To: angela_reynolds@longbeach.gov
cc:
Subject: Home Depot

06/10/2006 01:42 PM

I have little faith that anything we ordinary people say will deter anyone, but without exception, those of us who live near the intended home of the Home Depot, fear for the congestion, dirt, crowds, etc that will be introduced into our peaceful neighborhood. We have a Lowe's near and a Home Depot in Lakewood -- yes Lakewood and one in Signal Hill. We don't need another one so near.

Please, can't we have a more productive use of that land. The empty tanks are more pleasing to look at than crowds of cars, people, etc. Assign one tank to each high school and let the students come in with spray cans and make murals.

Barbara Haskett

1

Lisa Williams

From: Craig_Chalfant@longbeach.gov
Sent: Tuesday, June 20, 2006 1:32 PM
To: Lisa Williams
Subject: Favorable comment regarding Home Depot project

FYI

Angela Reynolds, AICP
Planning Officer
Planning & Building Department
City of Long Beach
(562) 570-6357

Building a Great City, Delivering Exceptional Service

----- Forwarded by Angela Reynolds/CH/CLB on 06/02/2006 04:03 PM -----

"Alix Traver" <ATRAVER@UCES.CSULB.EDU>

To: <angela_reynolds@longbeach.gov>

06/02/2006 09:24 AM

cc:

Subject: Favorable comment regarding Home Depot project

I am Alix Traver and I live at 6317 Mariquita Street in University Park Estates. I have reviewed the latest EIR regarding the proposed Home Depot project. I am commenting FAVORABLY! I think it is a fantastic project.

1

Alix Traver
562 431-1762

Lisa Williams

From: Craig_Chalfant@longbeach.gov
Sent: Monday, July 17, 2006 2:30 PM
To: Lisa Williams
Subject: Re: Home Depot DEIR Response

StopHomeDepot@aol.com

07/14/2006 02:00 PM

To: Angela_Reynolds@longbeach.gov
cc: StopHomeDepot@aol.com, anreyno@longbeach.gov, DPC@CBCearthlaw.com
Subject: Home Depot DEIR Response

Janice Dahl
 6212 E. Vista Street
 Long Beach, CA 90803

Friday, July 14, 2006

Angela Reynolds, Advance Planning Officer
 City of Long Beach
 333 W Ocean Blvd., 7th Floor
 Long Beach, CA 90802
anreyno@longbeach.gov

Dear Ms. Angela Reynolds;

After studying the Recirculated Draft EIR (DEIR) I have found that the proposed Home Depot project at Studebaker Road and Loynes Drive is unacceptable. The significant unavoidable impacts particularly due to immitigable traffic, this project must be denied.

The DEIR in its summary, chapter 8, titled Significant Unavoidable Adverse Impacts states "... impacts that are considered significant and unavoidable after all mitigation is applied."

TRAFFIC. Coastal Southeast Long Beach currently, without any new developments, is already strangled with traffic congestion and intersections that have been identified as the worst in L.A. County. Current peak hour traffic volume averages approximately 8500 cars at the affected intersections. To this mix, Home Depot will add an additional daily volume of 7300 cars.

Additionally, the Lennar project, located on the Seaport Marina Hotel site at PCH and 2nd Street, has to be calculated into this traffic gridlock. The DEIR states that the Lennar project traffic study is in Appendix A, this document was NOT provided to the public at the resources stated: city's website and libraries. On top of all of this, there is the Boeing project of nearly 1,000,000 sqft of industrial park, hotel and restaurants that have not been included in the significant unavoidable adverse impacts. Oh, and let's not forget about the upcoming proposed development of the Pumpkin Patch on PCH.

The DEIR states that there are three traffic impacted intersections that cannot be mitigated.

These intersections are CURRENTLY RATED F, traffic volume failure. Per the DEIR, "The following project intersection impacts described in DEIR 2005 cannot be mitigated. Therefore, these project impacts remain significant and adverse."

PCH & 7th Street

PCH & 2nd Street

Studebaker Road & SR-22 (Garden Grove Freeway)

The DEIR specifically states:

"Any improvements to the Studebaker Road/SR-22 eastbound ramps would require potential encroachment into the Los Cerritos Channel immediately adjacent and parallel to Studebaker Road. In addition, Caltrans has no plans to improve this facility."

Not only does Caltrans NOT have plans to upgrade State infrastructure, there is no city infrastructure to support the Home Depot project. Studebaker Road and Loynes Drive are not commercial highways and are incapable of withstanding the volume of additional traffic generated by Home Depot.

College Park West, Seal Beach, is land locked with its only ingress and egress via College Park Drive which is accessed only by the SR-22 offramp for Studebaker Road. As it is, they are at the mercy of drivers exiting the freeway to stop so the residences can leave their neighborhood. Imagine the quagmire to evacuate College Park West and Southeast Long Beach should there be an emergency.

Then there's Loynes Drive! It is complete and utter incompetency to propose utilizing Loynes Drive as the gateway into the Home Depot development. Loynes Drive is subject to ground movement and undulation because it was built over the historic city dumpsite and its approximation to liquefaction soil. Per the DEIR:

"Historic shallow groundwater beneath the SITE and vicinity is reported at approximate depths of 4 to 18 feet below ground surface (bgs). The SITE is located in an area where liquefiable materials occur and/or where liquefaction has occurred in the past, and the SITE liquefaction hazard potential has been identified in the literature to be very high."

Additionally, if Loynes Drive were excavated the potential for unleashed methane gas is likely since it is a by-product of dumps and highly flammable.

The nature of Loynes Drive has resulted in horrific traffic accidents including deaths. I should know, my house backs to Loynes Drive and I am the one who calls 911 and has witnessed the scenes. I have been summoned to court to testify on behalf of the city due to lawsuits from motorists involved in those accidents. I have never been interviewed by LSA, nor has the Police Dept. or Traffic Engineering regarding these accidents and the substandard condition of Loynes Drive.

[1] ENGINEERING GEOLOGIC REPORT & GEOHAZARDS ASSESSMENT

LONG BEACH HOME DEPOT SITE

400 Studebaker Road, Long Beach, CA

MISSION File Number 03-475

December 20, 2004

SEWAGE. The lack of adequate infrastructure has Home Depot utilizing University Park Estates residential solid waste sewage lines. Our neighborhood's solid waste sewage system is already at 100% capacity, as stated in the DEIR. Throughout the year, the Los Angeles County Sanitation District has to pump and deodorize our lines as a band-aid to a languishing sewage problem! The DEIR states that Home Depot will use the sewer line down Vista Street, my street. There is supposed to be a pipe increase from 8" to 10". It is not clarified if it is the storm drain pipe or the solid waste pipe that is increased. But it doesn't matter, because increasing to a 10" pipe is only going to keep the sewage capacity at status quo once Home Depot is added! Further, all this waste is going to be pumped over the Loynes Drive Bridge and Los Cerritos Channel. Los Cerritos Channel is a bay/ocean channel and utilized for recreation, such as, the Long Beach Rowing Association, boaters and skiers. If all of this sacrifice for Home Depot weren't enough the DEIR states, an odor control system would have to be installed so as to not stink up the neighborhood! The operative word is "control" because whatever the effort there will be odor.

In the final analysis, a moratorium must be instituted in order to develop a master plan for Southeast Long Beach. This has already been submitted to the Planning Commission and all but Home Depot agrees that a master plan is needed before any developments are put into the planning process and approved. Most importantly, the Studebaker Road and Loynes Drive site for the proposed Home Depot is unacceptable and must be denied.

Sincerely,



Janice Dahl, President
University Park Estates

cc: Chatten-Brown & Carstons

Lisa Williams

From: Craig_Chalfant@longbeach.gov
Sent: Monday, July 17, 2006 2:28 PM
To: Lisa Williams
Subject: Spam: Re: Comments on EIR and REcommendations
Attachments: Home Depot.doc

"Mary K. Suttie" <mary.suttie@verizon.net>

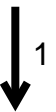
07/14/2006 08:49 AM

To: <Angela_Reynolds@longbeach.gov>
cc:
Subject: Comments on EIR and REcommendations

Dear Ms. Reynolds.

Please find our attached comments on the DEIR and recirculated DEIR.

Mary Suttie
David Robertson



July 12, 2006

Ms. Angela Reynolds, Environmental Planning Officer
City of Long Beach Planning Department
333 W. Ocean Boulevard, 7th Floor
Long Beach, CA 90802

Re: Response to the Recirculated Draft Environmental Impact Report

Dear Ms. Reynolds:

First, we would like to address the fact that the City of Long Beach and its residents appears to have been ripped off by LSA Associates, the City's environmental consultant. The two draft environmental impact reports (DEIRs) are unbelievably weak, full of mistakes, and biased for the proposed development. If the State of California licensed environmental consultants, LSA surely would be a strong candidate to lose theirs.

In the recent study session, the planning commission asked for the estimated impact of the Home Depot on traffic. We found the traffic number in the original EIR way back in Table J – **7,300 car trips a day generated on average by a Home Depot Store**. This is only Home Depot at Studebaker Road and Loynes Drive. It did not consider traffic from the Seaport Marina development, the Pumpkin Patch development, the planned 10,000 increase in enrollment at CSULB, or Boeing's 830,000 SF industrial park under construction in Seal Beach, and their new hotel and shopping center plans.

We would appreciate your providing clear information on the new cumulative number for the projected traffic counts throughout southeast Long Beach. Please tell us where to find it in the recirculated draft. Our planning commission needs to know these numbers to make an intelligent decision. The public also needs to know, and the Home Depot, its developer Studebaker 400 LLC, and LSA, the City's own environmental consultant, have avoided disclosing this key information. Knowing the hard numbers will help the planning commission and public to understand that the DEIR's projected **LOS Level F** means a "major failure" in the level of service at all southeast LB intersections.

Studebaker 400 LLC's traffic mitigation plan of re-striping the existing roadway for more lanes and coordinating traffic signals was stated by the recirculated DEIR to improve "**existing** traffic flow by 3% to 5%." The numbers say their plan will only help expedite traffic for **600 to 1,000 cars a day**." This appears a **little short** for the 7,300 car per day increase from Home Depot and isn't in the ballpark when you add the additional traffic impact from the other developments, planned and under construction.

Like most fully informed citizens, we would really like a **moratorium** to work out a sensible traffic plan. However, we doubt that it will happen in this city so desperate for sales tax revenue that it is willing to spend more for a development than it will ever collect. So, in lieu of an intelligent moratorium decision, we **strongly recommend** and **expect** the planning commission to require Studebaker 400 LLC to dedicate a **minimum of another traffic lane** along their property front and **widen the bridges** on each side of the site. If the planning commission requires an expanded roadway, then there is a precedent for all future developments to have the same requirements. Maybe then, there could be some real improvement for future traffic.

In requiring the extra roadway, we **strongly recommend** and **expect** the planning commission to reduce the size of the Home Depot to comply with all zoning and building requirements. A smaller facility should not be a problem for Home Depot since 400 Studebaker is only a "Design Center". Talking about Design Centers, we also **recommend** the Planning Commission to reduce the Home Depot hours of operation from their requested 5:00 AM to 11:00 PM. The Home Depot, Studebaker 400 LLC, and our LSA consultant say this is a "**Design Center for designers**." The designers we know would use a design center from 10:00 AM to 7:00 PM. We wouldn't want Home Depot to have all that extra expense of being open all of those unproductive hours.

But back to traffic, we also **recommend** and **expect** the planning commission to require the City to bar trucks from traveling on Loynes Drive. The cost of the repairs on a degraded Loynes will eat up the \$2,500,000 in tax receipts. Oh, we forgot - it will already be spent on repairing the south bound side of Studebaker Road which is looking more like Loynes every day? Anyway, it would help the City in not spending that much more for the Home Depot than the City will ever receive in tax receipts.

7

We have one last recommendation for the City of Long Beach Planning Commission. City Hall, the Press Telegram, and the Chamber of Commerce are for "more sales tax revenue". Thousands of residents of Southeast Long Beach do not want the Home Depot. Rather than just have the current plans go to the City Council for their final vote, do something for your home town – do something for where you will have to live – **start doing something about the traffic tidal wave coming and require the extra roadway.**

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AND since Home Depot and Studebaker 400 LLC say this development is a Design Center, please make it be a real design center – (not like the Brea "design center" which is just a Home Depot for contractors with different colored racks)!!!

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IN FACT since Home Depot and Studebaker 400 LLC also say Home Depot is a good citizen, require Home Depot to contribute \$100,000 annually towards restoration of the Los Cerritos Wetlands which will be negatively affected by this development!

10

Thank you for considering these recommendations.

Sincerely,

David C. Robertson & Mary Suttie
331 Linares Avenue
Long Beach, CA 90803

Lisa Williams

From: Craig_Chalfant@longbeach.gov
Sent: Monday, July 17, 2006 2:26 PM
To: Lisa Williams
Subject: Re: Against Home Depot

"Noel Perea" <noelperea@hotmail.com>

07/13/2006 04:44 PM

To: angela_reynolds@longbeach.gov
cc:
Subject: Against Home Depot

Hi

I am a resident of Long Beach and very opposed to the Home Depot development. Just traveling down to the Marina Pacifica and surrounding areas I hit traffic. When I go to the farmer's market on Sunday I still hit little traffic jams. When my family plans to go out to eat at the restaurants around that area I still hit a little traffic. If that Home Depot shopping center was built it would increase the traffic. I know that I would not go down there because of added traffic it is bad enough as it is. There is enough home improvement stores in Long Beach. Please do not let this happen.

Noel Perea
3139 Greenbrier Rd
Long Beach, CA 90808

Don't just search. Find. Check out the new MSN Search!
<http://search.msn.click-url.com/go/onm00200636ave/direct/01/>

Lisa Williams

From: Craig_Chalfant@longbeach.gov
Sent: Monday, July 17, 2006 2:25 PM
To: Lisa Williams
Subject: Re: Home Depot Project

"Paul E. Brown" <pbrown562@charter.net>

07/07/2006 12:36 PM

To: <Angela_Reynolds@longbeach.gov>
cc:
Subject: Home Depot Project

I am a resident of the Alamitos Heights neighborhood in east Long Beach, and live 6 houses south of 7th Street. I am writing in support of the Home Depot project. Home Depot has a good reputation as an employer and as a member of the community. They also have a history of giving back to the community. I believe this project and this company would be an asset to Long Beach, and the kind of business Long Beach sorely needs. I realize that there would be unfavorable effects on the environment and traffic volume, many which may impact my residence, but any project brings such baggage. If this project were to move to Signal Hill, there would also be negative effects on Long Beach. When weighing the possible environmental negatives with the revenue stream and positive "spin off" that a company like Home Depot could bring to the community, I believe we will be very fortunate if this project becomes reality.

Paul E. Brown
653 Havana Avenue
Long Beach, CA 90814

Lisa Williams

From: Craig_Chalfant@longbeach.gov
Sent: Monday, July 17, 2006 2:22 PM
To: Lisa Williams
Subject: Re: Home Depot proposed in East Long Beach

TKnopf@pdalaw.com

To: Angela_Reynolds@longbeach.gov

07/07/2006 01:54 PM

cc:

Subject: Home Depot proposed in East Long Beach

Ms. Angela Reynolds
City of Long Beach

Dear Ms. Reynolds:

I am writing to express my strong opposition to the proposed Home Depot at Studebaker Road adjacent to Loynes Drive. First, let me state that I grew up in Long Beach and am a life-long resident of East Long Beach, attended schools near the proposed site including Kettering Elementary, Minnie Gant, Hill Junior High and Wilson High School. I am now raising my family in Long Beach with both my children enrolled in Long Beach public schools and am very concerned about the future of our city. I do not believe that the individuals working in the Long Beach development office have always made the correct decisions about what projects are appropriate, and limiting the scope and scale of proposed developments, and fear that this project if allowed would be the worst ever.

As you know, the directors and officers of Home Depot are legally required to take the actions that maximize the profits for their corporation. They owe a fiduciary obligation to their shareholders to act in this manner and to do everything possible to install this store at the lowest cost to this publicly traded corporation. Similarly, Home Depot's lawyer, Douglas Otto, has an ethical obligation to zealously advocate Home Depot's position in this matter, even if he knows that it is wrong. Of course Bixby supports the project, as it will provide a direct economic benefit to Bixby, though no others. It is the citizens of Long Beach such as myself who want positive developments, nice stores, restaurants and residences, who are truly objective and unbiased, and I would expect the City to consider the comments of the project advocates with a substantial grain of salt.

In my professional and personal opinion, we do not need another Big Box hardware store. There are already a sufficient number of hardware stores in the area including 3 Home Depots, a Lowes, Billings and several Orchard's. The Home Depot would generate major vehicular traffic, including heavy trucks, attract an element that will not bring money to the city, and cause total gridlock at the nearby major intersections. As confirmed in the EIR, there is no solution to the severe traffic impacts which the project will bring. This does not even consider the effect of all the other planned developments. Moreover, Loynes is terribly unsafe and in certain areas the asphalt runs more than 10 feet deep. Apparently,

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Home Depot is not offering to excavate and regrade the area, therefore the project will just exacerbate an already serious problem on this roadway.

The Home Depot will cause property values to decrease which will lead to a decline in property tax revenues for the city, and will provide another justification for Long Beach residents to move to Orange County. We really need to keep the families in Long Beach.

Moreover, the supposed "open space" being purchased to comply with this requirement, is already open space, so how can this purchase excuse Home Depot from providing the necessary open space at the site of the store? Home Depots are not attractive, do not provide a benefit to the community, and do not attract the higher-end shoppers that Long Beach should target in a new retail development.

Please let me know if there is any further information I can provide or if you would like me to speak at a public hearing. Thank you for your consideration and attention to this matter.

Sincerely,

Trevor Knopf
Prindle, Decker & Amaro LLP
(562) 436-3946
tknopf@pdalaw.com

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Angela Reynolds
07/13/2006 01:59 PM

To: Craig Chalfant/CH/CLB@CLB
cc:
Subject: home depot

Can you read this...or is it really small?

Angela Reynolds, AICP
Planning Officer
Planning & Building Department
City of Long Beach
(562) 570-6357

Building a Great City, Delivering Exceptional Service
----- Forwarded by Angela Reynolds/CH/CLB on 07/13/2006 01:59 PM -----



"Susan Dampf"
<crazypainter@gmail.com>

To: angela_roynolds@longbeach.gov
cc:
Subject: home depot

07/13/2006 11:47 AM

Dear Ms. Reynolds,

Concerning the Home Depot center project at PCH and 2nd Street, I am opposed to the project as it stands.

I don't consider the oil field a blight, I see the beauty in it. It reminds me of old California.

The best use for the land would be a mixed use of housing and retail. I realize that the marina Pacifica has that and

another condo retail project is going in at the Sea Port. But another Home Depot?

The article in the Grunion Gazette

talked of people wanting pedestrian activity. Who walks to Home Depot or Lowes, or more appropriately, walks home with

what they purchase there? I live in Stratford Square across the street from Lowes on Bellflower, and I have never seen anyone

walk to or from that center. There will be more traffic, not stadium traffic though.

This will be a constant flow of more people

going to this new center, the sea port project, along with the traffic that goes to the Marketplace and Marina Pacifica.

If either of these projects goes through major street replanning must happen. I spend 2-3 light changes getting through the 2nd st./ PCH intersection now when it is busy.

Please consider working with the city of Seal Beach to widen Westminster as well. I am sure that some people don't want the Home Depot because of the day laborers that will hang around. So I think racism is a

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big part of it as well.

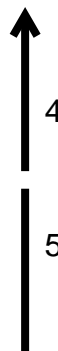
Funny, nimbys dont want the guys standing around in front of the home depot, but dont mind hiring them to cut thier lawns.

Please do a study on the impact all the new development in Seal Beach and Long Beach will have on the traffic. Have you driven through the intersection on the weekend at noon, rush hour, or the holidays?

Yikes!

Thank you,
Susan Dampf

--
home 562 425 6772
cell 562 233 2644
crazypainter@gmail.com



Lisa Williams

From: Craig_Chalfant@longbeach.gov
Sent: Monday, July 17, 2006 1:59 PM
To: Lisa Williams
Subject: Home Depot Project
Attachments: Home Depot ltr July 06.doc

"Steve McCord" <steveiam88@msn.com>

07/14/2006 10:47 AM

To: <anreyno@longbeach.gov>
cc:
Subject: Home Depot Project

Attached is follow up letter re: Planning Meeting of July 6, 2006.



July 14, 2006

Angela Reynolds
Environmental Planning Officer
333 W. Ocean Blvd. 7th Floor
Long Beach, CA 90803

Dear Ms Reynolds:

**RE: DRAFT REVISED ENVIRONMENTAL IMPACT REPORT – PROPOSED
HOME DEPOT DEVELOPMENT ON STUDEBAKER ROAD & LOYNES.**

Following the Planning Council hearing on Thursday, July 6, 2006, I remain gravely concerned over the proposed Home Depot development. My concerns are as follows:

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IMPACT ON LOYNES – A GLARING OMISSION

How is it possible that one year later, this issue is still not adequately addressed? This is a primary issue for many residents. The following questions still need to be reviewed and answered:

Anyone who drives the East Long Beach area knows full well that Loynes will be used as the “best” route from many points west of the proposed Home Depot.

The fact that there is a 3 ton weight limit on Loynes has not been addressed.

How will Loynes, which is already structurally unstable, handle the increased traffic load? How many more cars and trucks are expected?

What about public safety risks on a road with a higher than average rate of accidents proportionally for a road with that traffic volume.

Is the projected revenue of \$500,000 per year even adequate to cover the increased repairs that will be required to Loynes?

The Home Depot proponents gave a slick, professional presentation. I want to know why these issues continue to be inadequately addressed!

2

NEED FOR MASTER TRAFFIC PLAN

I keep hearing a public outcry for our leaders in Long Beach to agree on a Master Plan before proceeding on projects that will clearly affect the quality of life for its residents.

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The impact of all pending projects in the area should be factored into any evaluation of whether their traffic mitigation measures are adequate!

3

It is beginning to feel more and more that these public hearings and EIR's are simply an exercise of *going through the motions*. Has the decision to build Home Depot already been made? Long Beach residents may appear to have a voice, but what is said, requested and urged seems to go in one ear and out the other. I would like a response!

4

Sincerely,

STEVEN MCCORD
6214 Emerald Cove Drive
Long Beach, CA 90803

Lisa Williams

From: Craig_Chalfant@longbeach.gov
Sent: Monday, July 17, 2006 1:58 PM
To: Lisa Williams
Subject: Home Depot Design Center

"David DePina" <david@depinasearch.com>

To: <jhassel@msn.com>, <angela_reynolds@longbeach.gov.>

07/14/2006 10:21 AM

cc:

Subject: Home Depot Design Center

Dear Ms. Reynolds and Mr. Larson,

Studebaker Road/SR-22 eastbound ramps. Caltrans has no plans to improve this facility. As such, there are no feasible improvements at this location that would mitigate the cumulative impact. Therefore, this intersection would **experience a significant unavoidable impact during the weekday period.**

This note is for the sole reason to reflect on the concerns that we have as residents of College Park West. The Westbound 22 /Studebaker exit is an antiquated off ramp built in the early 60's to handle minimal traffic. Currently in morning rush hour traffic and evening traffic the exit is always backed up and residents of our neighborhood take our lives into our own hands trying to scoot out into traffic. At these same peak times we are not allowed to cut through the adjoining neighborhood (College Park – Long Beach) to avoid sitting at the stop sign for an unknown amount of time. With the Westminster Development and the proposed Home Depot Design Center, Cal State Long Beach I would think that this being the only exit in which neighboring shoppers will use to get to the center, which traffic will increase significantly... For College Park West there is one way in and out of our community, the EIR does not address the congestion at this exit as it should be of great concern.

Best Regards,

David DePina
David@DePinaSearch.com

Lisa Williams

From: Craig_Chalfant@longbeach.gov
Sent: Monday, July 17, 2006 1:57 PM
To: Lisa Williams
Subject: Home Depot

J7027@aol.com

07/13/2006 10:37 PM

To: anreyno@longbeach.gov
cc:
Subject: Home Depot

Dear Ms. Reynolds and Long Beach Planning Commission:

I am very much opposed to any increased traffic on Loynes or Studebaker road. This proposed development is the wrong one for this area. It will undoubtedly bring the congestion here close to gridlock.

Jon Hales
5590 La Paz Street
Long Beach, CA 90803
562 760-5499

Lisa Williams

From: Craig_Chalfant@longbeach.gov
Sent: Wednesday, July 19, 2006 8:41 AM
To: Lisa Williams
Subject: Objections and comments on LLC/Home Depot EIR
Attachments: Comments on Recirculated DEIR.doc

"Jerry Mashburn" <jerrym@magmaproducts.com>

07/15/2006 12:06 PM

To: "Angela Reynolds" <angela_reynolds@longbeach.gov>
cc: "Jerry Mashburn" <jerrym@magmaproducts.com>
Subject: Objections and comments on LLC/Home Depot EIR

Jerry P. Mashburn
2 Rivo Alto Canal
Long Beach, CA 90803

Angela Reynolds
City of Long Beach
333 W. Ocean Blvd.
7th Floor
Long Beach, CA 90802

Dear Angela Reynolds,

Having lived in Naples for the past 50 years, I am greatly opposed to the addition of a new and unnecessary Home Depot without first solving the many infrastructure problems in East Long Beach. I am greatly concerned about the lack of planning and spot zoning that seem to be the norm in this area of Long Beach. Traffic gridlock gets worse every year with no reasonable solutions on the horizon. There are several projects already under construction or approved that will impact the traffic flow in this area severely. I have listed for your review my objections to the current LLC/Home Depot re-circulated EIR regarding "only" the traffic issues. There are many other issues of objection such as endangering the local wetlands and the revenue/cost benefits that need to be explored in far greater depth, but the traffic alone would seem to be a "no-brainer" to stop this proposal or at least call for a moratorium until there is an "honest" assessment of the project and a master plan in effect for East Long Beach.

Objections to Re-circulated DEIR for Home Depot Project

<?xml:namespace prefix = o ns = "urn:schemas-microsoft-com:office:office" />

- 1) The transportation infrastructure in <?xml:namespace prefix = st1 ns = "urn:schemas-microsoft-com:office:smarttags" />East Long Beach is seriously antiquated. Very little has been done in the last 2 decades with the exception of re-paving. Prior to any commercial development, Long Beach needs a Master Plan for traffic and road improvements in this area.
- 2) Contradictions exist between LLC/Home Depot's daily traffic estimates on the original EIR and the re-circulated DEIR. Caltrans estimates 1000-1100 cars per hour for this retail

center. The re-circulated DEIR does not contain accurate figures and grossly underestimates the traffic flow.

3) LLC/Home Depot claims that Caltrans will improve/widen the Studebaker Road/SR-22 eastbound ramps. Such action would require encroachment in the Los Cerritos Channel which is immediately adjacent and parallel to Studebaker Road, and Caltrans has made no commitments nor signed any contracts for this project. As such, there are no feasible improvements at this location that would mitigate the Development's impact; as a result, the project would contribute a significant unavoidable impact at that intersection. This would almost block College Park Estates resident's entry and exit to their neighborhood as there is no stop sign or signal at College Park Drive and there are no remedies for this dilemma in the DEIR.

4) LLC/Home Depot claims they will be working in conjunction with Caltrans to provide computer software fixes that enhance signal timing for at PCH and 2nd Street and at Studebaker/Westminster. No contract, public commitment or timetable has been submitted by Caltrans for this project. In addition, Caltrans has been historically uncooperative with the Long Beach City Traffic Department on this exact issue for many years.

5) Home Depot related traffic and circulation impact at Studebaker Road/SR-22 westbound ramps would be significant and unavoidable.

6) Home Depot related traffic and circulation impact at PCH/7th Street would be significant and unavoidable.

7) Home Depot related traffic and circulation at PCH/2nd Street would be significant and unavoidable.

8) Loynes Drive is an extremely dangerous road and was intended for use only as an access road to a few adjoining businesses. To render this road safe for cross-traffic and inevitable "cut-through" traffic increases major reconstruction would be required. Reconstruction costs are estimated to be between 7 to 11 million dollars. The EIR does not address this problem.

9) The DEIR noted that traffic would improve by 3% to 5%, but did not include all of the local proposed projects or the Boeing Business Park and hotel due to open in the fall. In addition, these figures were calculated under the scenario that Caltrans actually provides computer software fixes to pertinent signals in the area. Lastly, these figures are not comprehensive in "time of day" fluctuations. In essence, LLC/Home Depot "cherry-picked" low traffic hours to factor these percentages.

10) In order to adequately handle northbound traffic on Studebaker, Home Depot would need to allocate some of its land for an additional dedicated right turn lane which is required on the main frontal street for this type of project.

11) Loynes would experience increased flow of commercial and contractor's trucks increasing potential for accidents, and accelerated wear and tear on roads and heightened traffic noise.

12) The DEIR did not amend the concerns regarding increased daily automobile pollution levels for the increased traffic flow eminent with this development.

13) The DEIR fails to consider PM10 emissions from the re-entrainment of toxic dust tracked out by trucks during construction when they leave the site, nor did it adequately address the issues of "fugitive dust" stirred up by trucks and construction at the site.

14) Resolutions for the proposed six-foot fence for noise reduction vs. the Long Beach zoning code limiting maximum fence height to three feet were not addressed in the re-circulated DEIR.

15) "Cut-through" street evaluation was sorely inadequate and lacking evaluations of all surrounding neighborhoods that would also be affected. Also, LLC/Home Depot "cherry-picked"

the significant criteria they used as a measure of analysis and did not comprehensively detail various times of day or school year. The DEIR assumptions regarding "direct routes vs. cut-through routes" defies logic and assumes drivers would choose to take a longer route. The DEIR needs to include all possible routes and traffic patterns that might be used by vendors or customers and the potential impact of traffic near the home depot site and its effect on non-customers cutting through neighborhoods to avoid the Home Depot gridlock.

16) Repaving costs: the additional wear and tear on the current streets from the increase in traffic has not been considered let alone resolved. Nor has the wear and tear on residential streets due to "cut-through" traffic been properly assessed. Land settling issues due to land-fill, marsh gas, and subsidence in the area increase the need for continual road paving. Addition traffic weight on these roads will accelerate the need for repairs and repaving.

17) There are no sidewalks or bike lanes on Studebaker or Loynes to handle foot traffic from adjacent neighborhoods.

18) Power plant safety concerns exist as the site is backed up to very high voltage lines.

19) Construction trucks will be encroaching on schools causing a dangerous situation. Most schools in the area have no crossing guards or overhead crossing for children. Construction workers will be using local roads during morning hours when kids will be walking to school. Also, increased weekend traffic at Home Depot jeopardizes children playing in local neighborhoods.

20) Tax Benefits vs. additional costs associated with the project.

a) Repaving and road maintenance costs.

b) Additional police department requirements and costs.

c) Additional fire department requirements and costs.

d) Additional legal fees and law suits.

e) Cost of improvements to bridges, intersections and roads.

f) Increase road maintenance cost for "cut-through" streets.

g) Cost to re-grade Studebaker and Loynes to eliminate eminent flooding during the rainy season.

21) Home Depot's nighttime truck/loading dock noise can be heard up to one mile away. Incoming trucks during the night will create disturbing noise while braking and changing gears at SR-22 off ramp and nearby intersections. Truck emissions will permeate nighttime air.

22) The EIR accident rate at the sight was insufficient. Only accidents requiring police involvement were included.

23) Property values for a major portion of District 3 can decrease if traffic gridlock and noise pollution become a detriment to the area.

24) Over congestion of local roads creates life endangerment issues: increased possibility of fatal accidents, difficulty for emergency vehicles to reach residents in crisis, and major evacuation problems in a natural disaster.

I hope the reasons I have listed will be seriously considered before any decision is reached. Thank you for your time and consideration.

Sincerely,

Jerry P. Mashburn
President/CEO
Magma Products, Inc

Objections to Re-circulated DEIR for Home Depot Project

- | | | |
|----|---|----|
| 1) | The transportation infrastructure in East Long Beach is antiquated by at least 15 years. Very little has been done with the exception of re-paving. Prior to any commercial development, Long Beach needs a Master Plan for traffic and road improvements in this area. | 25 |
| 2) | Contradictions exist between Home Depot daily traffic estimates on the original EIR and the re-circulated DEIR. Caltrans estimates 1000-1100 cars per hour for this retail center. The re-circulated DEIR does not contain accurate figures and grossly underestimates the traffic flow. | 26 |
| 3) | LLC/Home Depot claims that Caltrans will improve/widen the Studebaker Road/SR-22 eastbound ramps. Such action would require encroachment in the Los Cerritos Channel which is immediately adjacent and parallel to Studebaker Road, and Caltrans has made no commitments nor signed any contracts for this project. As such, there are no feasible improvements at this location that would mitigate the Development's impact; as a result, the project would contribute a significant unavoidable impact at that intersection. This would almost block College Park Estates resident's entry and exit to their neighborhood as there is no stop sign or signal at College Park Drive and there are no remedies for this dilemma in the DEIR. | 27 |
| 4) | LLC/Home Depot claims they will be working in conjunction with Caltrans to provide computer software fixes that enhance signal timing for at PCH and 2 nd Street and at Studebaker/Westminster. No contract, public commitment or timetable has been submitted by Caltrans for this project. In addition, Caltrans has been historically uncooperative with the Long Beach City Traffic Department on this exact issue for many years. | 28 |
| 5) | Home Depot related traffic and circulation impact at Studebaker Road/SR-22 westbound ramps would be significant and unavoidable. | |
| 6) | Home Depot related traffic and circulation impact at PCH/7 th Street would be significant and unavoidable. | 29 |
| 7) | Home Depot related traffic and circulation at PCH/2 nd Street would be significant and unavoidable. | |
| 8) | Loynes Drive is an extremely dangerous road and was intended for use only as an access road to a few adjoining businesses. To render this road safe for cross-traffic and inevitable "cut-through" traffic increases major reconstruction would be required. Reconstruction costs are estimated to be between 7 to 11 million dollars. The EIR does not address this problem. | 30 |
| 9) | The DEIR noted that traffic would improve by 3% to 5%, but did not include all of the local proposed projects or the Boeing Business Park and hotel due to open in the fall. In addition, these figures were calculated under the scenario that Caltrans actually provides computer software fixes to pertinent signals in the area. Lastly, these figures are not comprehensive in "time of day" fluctuations. In essence, LLC/Home Depot "cherry-picked" low traffic hours to factor these percentages. | 31 |

- | | | |
|-----|---|----|
| 10) | In order to adequately handle northbound traffic on Studebaker, Home Depot would need to allocate some of its land for an additional dedicated right turn lane which is required on the main frontal street for this type of project. | 32 |
| 11) | Loynes would experience increased flow of commercial and contractor's trucks increasing potential for accidents, and accelerated wear and tear on roads and heightened traffic noise. | 33 |
| 12) | The DEIR did not amend the concerns regarding increased daily automobile pollution levels for the increased traffic flow eminent with this development. | 34 |
| 13) | The DEIR fails to consider PM10 emissions from the re-entrainment of toxic dust tracked out by trucks during construction when they leave the site, nor did it adequately address the issues of "fugitive dust" stirred up by trucks and construction at the site. | 35 |
| 14) | Resolutions for the proposed six-foot fence for noise reduction vs. the Long Beach zoning code limiting maximum fence height to three feet were not addressed in the re-circulated DEIR. | 36 |
| 15) | "Cut-through" street evaluation was sorely inadequate and lacking evaluations of all surrounding neighborhoods that would also be affected. Also, LLC/Home Depot "cherry-picked" the significant criteria they used as a measure of analysis and did not comprehensively detail various times of day or school year. The DEIR assumptions regarding "direct routes vs. cut-through routes" defies logic and assumes drivers would choose to take a longer route. The DEIR needs to include all possible routes and traffic patterns that might be used by vendors or customers and the potential impact of traffic near the home depot site and its effect on non-customers cutting through neighborhoods to avoid the Home Depot gridlock. | 37 |
| 16) | Repaving costs: the additional wear and tear on the current streets from the increase in traffic has not been considered let alone resolved. Nor has the wear and tear on residential streets due to "cut-through" traffic been properly assessed. Land settling issues due to land-fill, marsh gas, and subsidence in the area increase the need for continual road paving. Addition traffic weight on these roads will accelerate the need for repairs and repaving. | 38 |
| 17) | There are no sidewalks or bike lanes on Studebaker or Loynes to handle foot traffic from adjacent neighborhoods. | 39 |
| 18) | Power plant safety concerns exist as the site is backed up to very high voltage lines. | 40 |
| 19) | Construction trucks will be encroaching on schools causing a dangerous situation. Most schools in the area have no crossing guards or overhead crossing for children. Construction workers will be using local roads during morning hours when kids will be walking to school. Also, increased weekend traffic at Home Depot jeopardizes children playing in local neighborhoods. | 41 |
| 20) | Tax Benefits vs. additional costs associated with the project. | |
| | a) Repaving and road maintenance costs. | |
| | b) Additional police department requirements and costs. | 42 |
| | c) Additional fire department requirements and costs. | |
| | d) Additional legal fees and law suits. | |
| | e) Cost of improvements to bridges, intersections and roads. | |

- f) Increase road maintenance cost for “cut-through” streets.
- g) Cost to re-grade Studebaker and Loynes to eliminate eminent flooding during the rainy season.
- 21) Home Depot’s nighttime truck/loading dock noise can be heard up to one mile away. Incoming trucks during the night will create disturbing noise while braking and changing gears at SR-22 off ramp and nearby intersections. Truck emissions will permeate nighttime air.
- 22) The EIR accident rate at the sight was insufficient. Only accidents requiring police involvement were included.
- 23) Property values for a major portion of District 3 can decrease if traffic gridlock and noise pollution become a detriment to the area.
- 24) Over congestion of local roads creates life endangerment issues: increased possibility of fatal accidents, difficulty for emergency vehicles to reach residents in crisis, and major evacuation problems in a natural disaster.

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Lisa Williams

From: Craig_Chalfant@longbeach.gov
Sent: Wednesday, July 19, 2006 8:39 AM
To: Lisa Williams
Subject: Notice of Objections to Re-Circulated Home Depot DEIR

tom lockhart <tomhunt132000@yahoo.com>

To: Angela_Reynolds@longbeach.gov

07/15/2006 12:17 PM

cc:

Subject: Notice of Objections to Re-Circulated Home Depot DEIR

Ms Reynolds,<?xml:namespace prefix = o ns = "urn:schemas-microsoft-com:office:office" />

This is my notification of objection to the Re-Circulated Draft Environmental Impact Report (DEIR) for the proposed Home Depot on the <?xml:namespace prefix = st1 ns = "urn:schemas-microsoft-com:office:smarttags" />Studebaker Road/Loynes Dr. power plant site.

My specific objections are that the Re-Circulated DEIR does not adequately address the following:

1. Loynes Drive will not be able to support the amount of traffic associated with the proposed businesses. It is already one of the most difficult to maintain roads in the City, and will deteriorate at a prohibitive rate with such an increase in traffic flow. It has a landfill foundation which is incapable of supporting current traffic flow for any significant length of time.
2. Relining the adjacent streets to significantly increase traffic capacity is unrealistic. Existing traffic already makes use of almost the entire width of Studebaker Road even without additional lane lines. Relining will only formalize the existing traffic patterns. It will not significantly increase capacity.
3. All streets (Studebaker, Loynes, 2nd St., and 7th St.) in the surrounding area contain bridges relatively close to the proposed site. It is my understanding that CALTRANS requires bridges to have paved shoulders. Therefore, bridge shoulders cannot be converted to traffic lanes to increase traffic capacity, as has been done with some freeway shoulders. CALTRANS will likely never pay for the construction of widened bridges since the cost would be prohibitive relative to the benefit achieved. Therefore, the bridges will continue to be the bottlenecks with no foreseeable realistic mitigation.
4. The single road entrance from the University Park Estates subdivision onto Loynes Drive does not currently have a traffic signal. The increased flow of traffic on Loynes Drive would very likely necessitate a traffic signal installation. Therefore, there would be four traffic signals on Loynes Drive in the very short distance from PCH to Studebaker Road. Synchronizing them with existing signals on Studebaker Road, 2nd St., and 7th St. would be virtually impossible.
5. The DEIR's statement that the traffic signals in the surrounding area can be synchronized

contradicts all efforts over the last 30 years, and is disingenuous at best. If that is a major part of the proposal mitigation of increased traffic flow, significantly more details are required as to how that would in fact be accomplished, before proceeding with development.

6. The designation of the proposed sight as a Design Center is ludicrous. It will also have significant "hardware store" capacity similar to regular Home Depots such as in Signal Hill. This will increase traffic flow over the estimated numbers of the DEIR. It will also be very easy for this establishment to be expanded within the proposed footprint to something approaching a full scale hardware store. There are currently no restrictions on this type of upgrade that I am aware of, or that are specified in the DEIR.

7. The restaurant proposal flies in the face of the establishment of the Gas Lamp Restaurant at Loynes Drive/PCH about a year ago. That establishment was barely able to be profitable as a restaurant, and very quickly (within about 6 months) changed its format to a predominantly night club venue with an attendant increase in traffic volume and disruptive behavior.

8. Although the proposed Home Depot site will eliminate some (but not all) of the unattractive storage tanks, the unsightly power plants and transmission lines will remain. They are the primary "eye-sore" in that area and will remain so. Construction of the proposed buildings will not significantly alleviate the unsightly nature of the area.

9. Given that the power plants will remain at the site and continue to operate, virtually no consideration is given to the negative health effects on patrons of the proposed sight from toxic emissions. Do restaurant patrons really want to consume food in the shadow of a power plant?

In addition, as a general objection, I feel that only a comprehensive assessment of all proposed development in this area, which this DEIR does not do, will give a realistic estimate of the total environmental impact. That analysis will very likely show the prohibitive nature of the environmental impact on the area from such development. Proposed development in the area, including Home Depot, should be deferred pending that comprehensive analysis.

Thank you very much for your consideration.

Thomas H. Lockhart
6217 Golden Sands Dr.
Long Beach, CA 90803
562-596-4223

Mailing address:
P.O. Box 1469
Long Beach, CA 90801

Lisa Williams

From: Craig_Chalfant@longbeach.gov
Sent: Wednesday, July 19, 2006 8:37 AM
To: Lisa Williams
Subject: Home Depot

"MICHAEL PUGH" <m.pugh@charter.net>

To: <angela_reynolds@longbeach.gov>

07/15/2006 12:43 PM

cc:
Subject: Home Depot

Comments on Recirculated DEIR: Regarding Traffic Issues

- 1) The transportation infrastructure in East Long Beach is antiquated by at least 15 years. Very little has been done with the exception of re-paving. Prior to any commercial development, Long Beach needs a Master Plan for traffic and road improvements in this area. 1
- 2) Contradictions exist between Home Depot daily traffic estimates on the original EIR and the DEIR. Caltrans estimates 1000-1100 cars per hour for this retail center. The re-circulated DEIR does not contain accurate figures. 2
- 3) LLC/Home Depot claims that Caltrans will improve/widen the Studebaker Road/SR-22 eastbound ramps. Such action would require encroachment in the Los Cerritos Channel which is immediately adjacent and parallel to Studebaker Road, and Caltrans has made no commitments nor signed any contracts for this project. As such, there are no feasible improvements at this location that would mitigate the Development's impact; as a result, the project would contribute a significant unavoidable impact at that intersection. This would almost block College Park Estates resident's entry and exit to their neighborhood as there is no stop sign or signal at College Park Drive and there are no remedies for this dilemma in the DEIR. 3
- 4) LLC/Home Depot claims they will be working in conjunction with Caltrans to provide computer software fixes that enhance signal timing for at PCH and 2nd Street and at Studebaker/Westminster. No contract, public commitment or timetable has been submitted by Caltrans for this project. In addition, Caltrans has been historically uncooperative with the Long Beach City Traffic Department on this exact issue for many years. 4
- 5) Home Depot related traffic and circulation impact at Studebaker Road/SR-22 westbound ramps would be significant and unavoidable. 5
- 6) Home Depot related traffic and circulation impact at PCH/7th Street would be significant and unavoidable. 6
- 7) Home Depot related traffic and circulation at PCH/2nd Street would be significant and unavoidable. 7
- 8) Loynes Drive is an extremely dangerous road and was intended for use only as an access road to a few adjoining businesses. To render this road safe for cross-traffic and inevitable "cut-through" traffic increases major reconstruction would be required. Reconstruction costs are estimated to be between 7 to 11 million dollars. The DEIR does not address this problem. 6
- 9) The DEIR noted that traffic would improve by 3% to 5%, but did not include all of the local proposed projects or the Boeing Business Park and hotel due to open in the fall. In addition, these figures were calculated 7

R-P-37

under the scenario that Caltrans actually provides computer software fixes to pertinent signals in the area. Lastly, these figures are not comprehensive in "time of day" fluctuations. In essence, LLC/Home Depot "cherry-picked" low traffic hours to factor these percentages.

10) In order to adequately handle northbound traffic on Studebaker, Home Depot would need to allocate some of its land for an additional dedicated right turn lane which is required on the main frontal street for this type of project.

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15) "Cut-through" street evaluation was sorely inadequate and lacking evaluations of all surrounding neighborhoods that would also be affected. Also, LLC/Home Depot "cherry-picked" the significant criteria they used as a measure of analysis and did not comprehensively detail various times of day or school year. The DEIR assumptions regarding "direct routes vs. cut-through routes" defies logic and assumes drivers would choose to take a longer route. The DEIR needs to include all possible routes and traffic patterns that might be used by vendors or customers and the potential impact of traffic near the home depot site and its effect on non-customers cutting through neighborhoods to avoid the Home Depot gridlock.

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19) Construction trucks will be encroaching on schools causing a dangerous situation. Most schools in the area have no crossing guards or overhead crossing for children. Construction workers will be using local roads during morning hours when kids will be walking to school. Also, increased weekend traffic at Home Depot jeopardizes children playing in local neighborhoods.

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a) Repaving and road maintenance costs.

b) Additional police department requirements and costs.

c) Additional fire department requirements and costs.

d) Additional legal fees and law suits.

e) Cost of improvements to bridges, intersections and roads.

f) Increase road maintenance cost for "cut-through" streets.

g) Cost to re-grade Studebaker and Loynes to eliminate eminent flooding during the rainy season.

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one

mile away. Incoming trucks during the night will create disturbing noise while braking and changing gears at SR-22 off ramp and nearby intersections. Truck emissions will permeate nighttime air.

22) The DEIR accident rate at the sight was insufficient. Only accidents requiring police involvement were included.

23) Property values for a major portion of District 3 can decrease if traffic gridlock and noise pollution become a detriment to the area.

24) Over congestion of local roads creates life endangerment issues: increased possibility of fatal accidents, difficulty for emergency vehicles to reach residents in crisis, and major evacuation problems in a natural disaster.

Home Depot/Traffic Editorial

From the quiet, affluent neighborhoods lining the southeastern shores and waterways of Long Beach, a storm of discontent is swelling against the proposed Home Depot Project on Studebaker Road at Loynes Drive. The project, originally proposed in 2002, was shut down in 2004 due to an inadequate EIR (Environmental Impact Report). After the recent issuance of a re-circulated EIR, residents of District 3 claim that this EIR is faulty and are urging the Long Beach City Planning Commission and City Council to impose a moratorium on development in the south-eastern section of Long Beach until a Master Plan is in place in order to prevent uncoordinated "spot" zoning and building.

Why has Home Depot stimulated such a negative reaction? A deep look into the backlash points to a number of underlying issues most of which have nothing to do with the Home Depot Corporation. What appears on the surface to be a compilation of residential objections concerning environmental urgency to save the remaining wetlands and the overall size of the Home Depot project does not reveal the true underlying catalyst: Traffic.

This project happens to "bulls eye" the main entrance and exit to Southeastern Long Beach via the 405/605/22 freeway on and off ramps. In addition, Loynes Drive, never intended for use other than an access road to a few adjoining neighborhoods, does not have the capability to handle this huge increase of traffic, which a "big box" retail center would introduce. Furthermore, the recent traffic growth which causes frequent gridlock on the Davies Bridge, PCH/2nd Street, Studebaker/Westminster intersections and other signals within a three mile radius, is really the consequence of several factors: recent local commercial developments, expansion and increased enrollment at CSULB, and the substantial increase in Downtown commercial and residential development which creates a substantial influx of weekend traffic and weekday-afternoon commuter traffic that streams down Ocean Boulevard and through Belmont Shore and Naples.

Residents are already "steaming" in present traffic, and much more traffic is on the way when the Boeing Business Park located on Westminster between Seal Beach Boulevard and Studebaker Road opens this fall. The Boeing facility alone will house 10,000 new workers and, in addition, the California Coastal Commission just approved a 110 room hotel with 35,000 of feet of retail and restaurant space also on the site. The estimated traffic increase through east Long Beach is expected to be a minimum of 5000 more cars per day.

Is there any solution? Not on the immediate horizon and certainly not within the city's current budget limitations. A permanent fix calls for the widening of at least five bridges in proximity of the project (one of them being the Davies Bridge) that would cost the city many millions of dollars. Secondly, widening Studebaker Road or 2nd Street south of PCH would encroach both on wetlands and private property. Extending Studebaker beyond Westminster on pilings in back of the Marketplace is a possibility with the exception that the Newport/ Inglewood earthquake fault (culprit in the 1933

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Long Beach earthquake) intersects Studebaker after crossing Westminster and poses some extreme if not impossible engineering challenges. Most urgently, adapting a very dangerous Loynes Drive to handle the increased traffic is projected to cost between 7 to 11 million dollars.

To conclude, on the standard statewide traffic rating system ranging from "A" (good) to "F" (very bad) this area of Long Beach has been given an "E" and the PCH/2nd Street intersection often spikes to an "F" rating. Needless to say, the city has its work cut out solving these geographic and traffic dilemmas. The frustration of residents in District 3 has much more to do with this underestimated traffic nightmare, than with any issues regarding Home Depot. The irony is that many district 3 residents are very supportive of well-planned and needed projects. The bulldozing and redevelopment of the Seaport Marine Hotel is widely supported, obviously on aesthetic grounds, but probably due to the Lennar Company's model community relations and monthly meetings with residents to address concerns.

The simple truth is that local residents want a comprehensive master plan that clearly states how much and what type of development the East Long Beach area can support and sustain. Until that plan is put in place by the Planning Commission, District 3 will continue to request a moratorium on all commercial development.

Mike Pugh
 Broker Associate RE/MAX College Park
 1650 East PCH, Seal Beach, CA 90740
 Direct 562-208-1237 Fax 562-594-5955
 WestCoastIslandProperties Broker/Owner
 945 Queen St Honolulu, Hawaii
 mailtom.pugh@charter.net
 www.iLongBeachRealEstate.com

R-P-38

Lisa Williams

From: Craig_Chalfant@longbeach.gov
Sent: Wednesday, July 19, 2006 8:36 AM
To: Lisa Williams
Subject: Home Depot Proposal

"donald tinsley" <dfinsley@hotmail.com>

To: angela_reynolds@longbeach.gov

cc:

Subject: Home Depot Proposal

07/15/2006 02:11 PM

As a long-time resident and commuter in Long Beach, I have experienced the corner of PCH and 2nd Street and its extreme congestion many times. This congestion and the traffic from Orange County combine to make 2nd and Studebaker a very busy corner. Since we all use Studebaker to get to the 405 Freeway, any additional traffic will make the commute of all of us much more unpleasant.

With the proposed changes to the Boeing property on Westminster, the development of the "Pumpkin Patch", the changes to the Hotel at the corner of 2nd and PCH and the proposed Home Depot project we will need much more than cosmetic changes to the surface streets in those areas.

I am VERY opposed to these projects until a very comprehensive plan is brought forward on how to manage the traffic. This plan must include approval and funding from the State of California. The Home Depot project is the one most likely to cause the most disruption and it should not go forward without City Council and State Government approvals.

Please don't approve this proposal.

Sincerely,

Donald F. Tinsley
25 Corinthian Walk
Long Beach, CA 90803

Lisa Williams

From: Craig_Chalfant@longbeach.gov
Sent: Wednesday, July 19, 2006 8:33 AM
To: Lisa Williams
Subject: Proposed zone change on Studebaker

"Shaila Saint" <shailas@charter.net>

07/15/2006 03:26 PM

To: <angela_reynolds@longbeach.gov>
cc:
Subject: Proposed zone change on Studebaker

Ms. Reynolds:

We are residents of Long Beach and are opposed to a zoning change that would allow the proposed Home Depot project to be approved. A change in the current zoning designation that would allow any retail/restaurant development at Loynes and Studebaker will have detrimental effect on the quality of life of the residents of that area. Such a zoning change will significantly increase traffic, noise, pollution and travel times.

The Studebaker LB LLC request seeks a spot zoning change. The request, however, does not take into account the current nearby development of property on Westminster Ave. in Seal Beach, the redevelopment of the Sea Port Marina Hotel, and the parcel used for the pumpkin patch on Pacific Coast Highway. Each project will increase traffic in the area.

Clearly, there are increasing pressures to develop open land in east Long Beach. Determining the viability of each project as it is proposed by developers will lead to uneven and incompatible land uses. Unfortunately, Long Beach is littered with the results of poor zoning decisions that have damaged the integrity of neighborhoods. The city needs to respond to these pressures with a master plan that provides a thoughtful response. We urge that the current zoning classifications in the Loynes and Studebaker area remain unchanged until a master plan can be made, which takes the views of surrounding residents and business owners into account.

Very Truly Yours,

Robert Ragland
Shaila Saint
390 Orlena Ave.
Long Beach, CA 90814

Lisa Williams

From: Craig_Chalfant@longbeach.gov
Sent: Wednesday, July 19, 2006 8:32 AM
To: Lisa Williams
Subject: from Maria Wyatt

Maria w <mmwyatt@verizon.net>

07/15/2006 09:34 PM

To: Angela_Reynolds@longbeach.gov
cc:
Subject: from Maria Wyatt

July 15, 2006

Ms. Angela Reynolds
 Environmental Officer
 333 W. Ocean Boulevard
 7th Floor
 Long Beach, CA 90802

RE: LONG BEACH HOME DEPOT PROJECT EIR

Potential Impacts Associated with the proposed project:

1. Light and Glare: Light from building, parking area and security lighting. Substantial light adversely affects day and nighttime views. 1
2. Air Quality: Substantial pollutant concentrations PM10, carbon monoxide and ozone violates air quality standards. Long-term air quality impacts related to traffic and short term related to construction. Considerable net increase in air pollutants. 2
3. Wildlife, Wetlands: Substantial adverse effect through direct removal. 3
4. Hazardous Materials: Site is currently on a hazardous material list compiled by the government. Hazard to the public involving release of material into the environment through routine transport, use or disposal of hazardous materials. Hazardous material concerns within one-quarter mile of an exiting school. 4
5. Noise: Generation of noise level in excess of standards established in the local general plan or noise ordinance or applicable standards. A substantial permanent increase in ambient noise levels. 5
6. Transportation/Traffic: Substantial increase in traffic in relation to the existing traffic load and capacity on Studebaker, Westminster, 2nd Street and PCH -- which is already congested. Substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads or congestion at intersections will exceed a level of service standard established by the county congestion management agency for designated roads. 6
7. Wastewater Treatment Facilities: Increased demand for the treatment of 7

used water. Construction of a private lift station with an equalization tank, odor control system and force main to convey sewage to the Long Beach Water department which could cause significant environmental effects. The force main would run underground to the Loynes Street bridge, be mounted on the bridge and then continue underground in the street to a connection point on Vista Street.

8. Findings: This project will cause substantial adverse effects through an increase in crime, vandalism, trash, loitering, noise pollution, traffic congestion and loss of wetlands.

Maria Wyatt
6329 East Eliot Street
Long Beach, CA 90803



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R-P-41

Lisa Williams

From: Craig_Chalfant@longbeach.gov
Sent: Wednesday, July 19, 2006 8:30 AM
To: Lisa Williams
Subject: Loynes Drive and Home Depot EIR

"KEITH NOTTAGE" <knottage@charter.net>

07/15/2006 09:45 PM

To: <angela_reynolds@longbeach.gov>
cc:
Subject: Loynes Drive and Home Depot EIR

July 14, 2006

Dear Ms Reynolds:

I do not object to a Home Depot being built on the fuel tank yard at the end of Loynes Drive if all evidence and impacts are considered honestly. But I do object to the apparent ingnoring of the true traffic impacts on the local citizens and the City Budget for years to come trying to correct the traffic mess created by not recognizing the reality of the traffic issue.

I do object to the EIR's comments and the definite biased comments of supposedly knowledgeable citizens of this city's business community at public sessions on the subject. It is tunnel vision by several to simply tell part of the truth to make a buck. It seems to find the truth follow the money.

The traffic issue of the proposed project in the EIR and statements made by the developer and his paid representatives skirt the issue of massive congestion and highway dollars needed for an infinite amount of time I haven't seen in the City Managers Budget to simply repair damage to Studebaker Road and Loynes Drive.

Loynes Drive and the stretch of Studebaker Road south of Loynes Drive half way to 2nd Street sink monthly and crews just keep filling in the road to try and level it.

An underground utility cavity was cut into Loynes Drive several years ago in a proposal to put all power and utility lines underground. A project that was abandoned once the conduit and tunneling was installed. I talked with the supervisor one day during the conduit construction and he told me the asphalt on Loynes Drive varied in depth at that time from 10 inches to six feet in the area behind my house. Crews have leveled that area with asphalt for the past twenty years on a yearly basis and it still keeps sinking.

The stretch on Studebaker referenced has crews leveling the road three times this year in the past six months.

The EIR does not address the traffic issues of the Marina Hotel Conversion currently before your Department, the development of the area known as the pumpkin patch on PCH and the massive commercial construction on the western border of Westminster Road. When the Home Depot people and civic leaders are publicly paid by Home Depot to make the project seem acceptable by ignoring the traffic impacts of these other projects as though they didn't exist to me is irresponsible. The EIR is silent on these potential impacts and thus offers no solutions.

The noise level on Loynes Drive by the increased traffic and especially on the truck traffic will cause a major financial impact on the property owners along Vista Street. This could be greatly be elevated if the developer were forced to construct a sound wall along Loynes Drive up to the end of the housing area and the eastern border of the golf course.

A statement was made and published in the papers that the store wouldn't open until 9:00AM so the rush hour traffic

would not be impacted. I talked with people at the Long Beach and Signal Hill Home Depots and they have trucks backed up for deliveries at 5:30 AM and Contractor Customers picking up semi-loage of construction materials at 6:00 to 6:30 every day.

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I live at 6232 Vista Street, with a back yard that faces Loynes Drive. When I moved here in 1971 Loynes Drive from Studebaker Road ended about 150 feet across the bridge to the entrance to this housing development. The road came from Pacific Coast Highway to the entrance to the trailer park. The stretch between the entrance to the trailer park west to the entrance to the housing development entrance was not drivable. The city had not constructed that stretch of road on compacted soil for a road. It was never intended to be a road with traffic, except emergency fire equipment.

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Now thirty years later we are all paying for that error in the planning department to either not make it a through road or construct it such that it can withstand increased traffic. A sound wall would certainly help in the noise level to the residents impacted by this project.

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I have not heard anything either at the sessions or in the papers about Jerry Miller increasing the City budget to handle the road repair that this traffic increase will generate.

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Simply painting another lane on Studebaker road to handle increased traffic, especially truck traffic, when the infrastructure of the road bed cannot survive two lanes of traffic over the same roadway is a joke. The sad part is that it's being said by supposedly responsible citizens, most of whom do not seem to have Civil Engineering as a part of their resumes.

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If nothing else seems to make any sense to the Planning Department or the City Managers please consider the construction of a sound wall on Loynes Drive at the expense of the developer as a cost of the development.

11

Lisa Williams

From: Craig_Chalfant@longbeach.gov
Sent: Wednesday, July 19, 2006 8:29 AM
To: Lisa Williams
Subject: Home Depot's Recirculated Draft EIR

"keatingsearch" <keatingsearch@mindspring.com>

07/16/2006 10:34 AM

Please respond to "keatingsearch"

To: <angela_reynolds@longbeach.gov>

cc:

Subject: Home Depot's Recirculated Draft EIR

Dear Ms. Reynolds,

I object to the EIR and the Home Depot Project for two reasons: the extremely negative traffic impact upon the surrounding streets (with few provisions to mitigate this serious travesty) and the lack of inclusion of this proposed project in the Master Plan for the So. East Long Beach. To ignore these two important issues would indicate the City of Long Beach has no concern for its citizens and long-term development.

Mention of this Home Depot being a "design center" is laughable.

Your attention to my opinion as a proponent of positive development in Long Beach is appreciated.

Very truly yours,
Gay Keating
670 Ultimo Ave.
Long Beach, CA 90814
(562) 986-7686

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Lisa Williams

From: Craig_Chalfant@longbeach.gov
Sent: Wednesday, July 19, 2006 8:27 AM
To: Lisa Williams
Subject: Revised Home Depot EIR

"Lou Ann Denison" <LAnnD4animals@charter.net>

07/16/2006 11:49 AM

To: <angela_reynolds@longbeach.gov>
cc:
Subject: Revised Home Depot EIR

July 16, 2006

Angela Reynolds, Environmental Planning Officer
 City of Long Beach
 333 W Ocean Blvd., 7th Floor,
 Long Beach, CA 90802

We join a very large segment of Long Beach residents who believe that the building of any large big-box store such as a Home Depot would have very negative impacts on our neighborhoods that the Revised EIR either does not address—or cannot mitigate.

Stating that that landscaping that small portion of land near Kettering School would satisfy the requirement for amount of open space for the proposed project is invalid because that land is *already* "open space".

The construction and operation of such a large, busy operation would have a very negative impact on the wildlife that inhabit or use the wetlands; the light and glare, and increased truck and auto traffic with its greatly increased noise and pollution, would negatively affect the wildlife that inhabit the wetlands--and could not be mitigated..

We are also concerned about the air quality and other problems stemming from increased traffic that the revised EIR itself predicts! Touting that it is to be a "Design Center" instead of a regular Home Depot is disingenuous. Perhaps part of it would be a design center, but, if it is to be open from 6:00 A.M. until 10:00 P.M., there will be lots of contractors there with their large trucks, picking up willing workers for low pay! Homeowners are not going to be shopping there at 6:00 A.M, seven days a week to choose a new sink! These trucks, added to the delivery trucks, would make the traffic and resulting air pollution impossible to mitigate. (Those are the hours that commuters would be trying to worm their way on PCH, Second Street, and Studebaker—and to the SR-22 Freeway.) Our concerns about the potential impacted traffic are magnified by the proposed development of; THE Lennar Homes plan for 425 residential units above 17,000 square feet of new retail space on about 11 acres at the southeast corner of Pacific Coast Highway and Second Street; the proposed development of Marina Shores East;

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the conversion of an almost empty office building at 1000 Studebaker(near Anaheim Road)to the Cornerstone Church--which would generate at least 140 more automobiles on Sundays and some other days ; the proposed development of the Boeing property on Seal Beach Boulevard near Studebaker Road opens this fall. Panattoni and Boeing Reality Corporation have proposed a development on the site southeast of Seal Beach Boulevard and Westminster Avenue in Seal Beach; this site is within a mile of the terminus of Studebaker Rd. at 2nd Street/Westminster.

The plans call for four buildings: a 65,484 sq. ft. hotel; a 10,725 sq. ft. food retail space; a 5,400 sq. ft. retail building; and 3,400 sq. ft. drive-through restaurant. That impact on east Long Beach commuters is unmentioned in the EIR.

The estimated traffic increase through East Long Beach is expected to be a minimum of 5000 more cars per day. The traffic on Loynes Drive, Studebaker Rd., Pacific Coast Highway, and Westminster/ Second Street are impacted now; the proposed mitigation for adding thousands of cars and trucks to what is already almost impossible traffic is not only inadequate, but it is also unacceptable for most of the city's residents.

A quote from the Press-Telegram: "Caltrans has no plans to improve the Studebaker Road/SR22 westbound ramps, and doing so would potentially encroach into the Los Cerritos Channel. There are no feasible improvements that would mitigate the project's impact on this site. The traffic analysis shows the intersections at Pacific Coast Highway at Seventh and Second streets would continue to operate at unsatisfactory levels in the weekend midday peak hours. The report states: The proposed project "creates a significant, unavoidable impact at these intersections during the weekend period." Certainly, added another painted stripe on Studebaker wouldn't accommodate the greatly increased traffic. This increased traffic problem cannot be mitigated satisfactorily; it is also unacceptable for the hundreds of Long Beach drivers who must use these streets!

Also, the DEIR fails to consider PM10 emissions from the re-entrainment of toxic dust tracked out by trucks during construction when they leave the site, nor did it adequately address the issues of "fugitive dust" stirred up by trucks and construction at the site.

Construction trucks -and contractors' trucks will be encroaching on schools causing a dangerous situation. Most schools in the area have no buses, crossing guards or overhead crossing for children. Construction workers will be using local roads during morning hours when the children will be walking to school.

Another problem noted by the Press Telegram: "The project will contribute to an increasing deficiency related to solid waste disposal capacity in the county. The problem will continue until two landfills become fully operational and able to accept waste by rail, according to the report."

An issue not addressed is the proximity for the proposed development near two power plants; the parking lots would provide easy access to irresistible targets for terrorists. How could the potential devastation to our neighborhoods be mitigated?

For these—and more reasons, we believe this proposed project should be rejected. Less damaging projects such as storage facilities, business offices, and a real win-win project—a solar facility that would have little or no traffic and environmental negatives—and that could provide Long Beach with clean, renewable energy!

Thank you for your consideration

Mr. and Mrs. James Denison
6931 E 11 TH ST
Long Beach, CA, 90815

R-P- 44

Lisa Williams

From: Craig_Chalfant@longbeach.gov
Sent: Wednesday, July 19, 2006 8:26 AM
To: Lisa Williams

"Charles Legeman" <clegeman@hotmail.com>

07/16/2006 12:18 PM

To: Angela_Reynolds@longbeach.gov
cc:
Subject:

Dear Angela,

This email is to register my opposition to the Home Depot EIR base upon a lack of adequate planning for traffic. The plan to re-stripe Studebaker from two lanes to three lanes in insufficient mitigation of traffic increase created by the project. There needs to be a dedication of the Home Depot property by the developers to create additional traffic lanes for ingress and egress.

Sincerely,

Charlie Legeman
6132 Corsica Circle
Long Beach, CA 90803

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R-P- 45

Lisa Williams

From: Craig_Chalfant@longbeach.gov
Sent: Wednesday, July 19, 2006 8:25 AM
To: Lisa Williams
Subject: Recirculated DEIR re Home Depot Design Center

Lisa Rinaldi <gzrinaldi@charter.net>

To: angela_reynolds@longbeach.gov

07/16/2006 12:28 PM

cc:
Subject: Recirculated DEIR re Home Depot Design Center

Sunday, July 16, 2006

Dear Ms. Reynolds:

While the DEIR has been amended and recirculated, the same issues remain. My comments regarding just three of them:

-Traffic will increase and the ensuing congestion cannot be mitigated even IF CalTrans can be persuaded, cajoled, paid, enlisted to synchronize traffic signals on Studebaker, and that's a big IF. The feeder roads and bridges from all areas are at peak capacities now and will require reconstruction and widening to handle increased traffic, which is prohibitively expensive.

-Air pollution will increase during construction and as a result of increased traffic to the finished Home Depot Design Center and cannot be mitigated. We are at "non-attainment" now. Increased air pollution is a major health issue.

-The area is not zoned for the proposed project.

Thank you for your time.

Sincerely,

Lisa Rinaldi

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R-P- 46

Lisa Williams

From: Craig_Chalfant@longbeach.gov
 Sent: Wednesday, July 19, 2006 8:20 AM
 To: Lisa Williams
 Subject: Revised Home Depot EIR

"Lou Ann Denison" <LAnnD4animals@charter.net>

To: <angela_reynolds@longbeach.gov>

CC:

Subject: Revised Home Depot EIR

07/16/2006 06:28 PM

Angela Reynolds,
 Environmental Planning Officer
 333 W Ocean Blvd., 7th Floor,
 Long Beach, CA 90802

Dear Angela Reynolds-

I will limit my written concerns and remarks to traffic improvement & mitigation which must be addressed fully in considering proposed development at Studebaker and Loynes.

I live in the area which would experience "significant and unavoidable impacts".

Please consider how the undeniable increase in traffic volume would affect the following locations:

SECOND STREET / WESTMINSTER, ESPECIALLY BETWEEN STUDEBAKER AND PCH.

This corridor is already "bottlenecked" ; increased traffic volume is unbearable & will not be mitigated as easy as re-timing the traffic signals.

LOYNES, BETWEEN STUDEBAKER AND PCH.

The "Site Plan" offered by developers doesn't show true emphasis of "T" orientation of proposed Home Depot at Loynes. This area is glaringly omitted from the serious attention it would need... Built on shifting landfill, Loynes is a terrible street.

It would need a complete rebuild to consider it for the major access it would become.

22 FRWY ON & OFFRAMPS (WB & EB) AND INTERSECTIONS AT STUDEBAKER.

Already congested; Cal-Trans would have to make assurances in order to avoid unacceptable "backing-up"... (One neighborhood, which is accessed from 22 (WB) onramp, would be in danger of being cut off!)

22 FRWY / 7TH STREET "TRANSITION" STRETCH FROM STUDEBAKER ALL THE WAY PAST CSULB TO PCH.

This area is also a "bottleneck", and already over-congested. A development at proposed site would only make a bad situation worse. (Additional "straw" here could definitely "break the camel's back"!)

STUDEBAKER, BETWEEN 22 FRWY AND 405 FRWY, INCLUDING INTERSECTIONS AT ANAHEIM, DRISCOLL, ATHERTON, & 405 FRWY ON-RAMP (NB).

Also overlooked in EIR, this stretch would experience increased volume and negative impact. Already heavy CSULB and commuter traffic would be increased, as this is route anyone coming from or going to 405 FRWY would take to reach the proposed Home Depot.

Thank you for your consideration. I expect transportation issues to be addressed seriously. Improvements & mitigations would need to be significant if site is to be developed.

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Sincerely,

Dean Richardson

6810 East 11TH Street
Long Beach, Ca 90815

R-P- 47

Lisa Williams

From: Craig_Chalfant@longbeach.gov
Sent: Wednesday, July 19, 2006 8:18 AM
To: Lisa Williams
Subject: Recirculated Draft EIR

"Catherine Malone" <catherine.malone@verizon.net>

07/16/2006 08:30 PM

To: <Angela_Reynolds@longbeach.gov>
cc:
Subject: Recirculated Draft EIR

Dear Ms. Reynolds,

I am writing as a resident of 9th and Studebaker to register my objection to the proposed Home Depot project. There are many reasons for my objections. The main issue however, is traffic. At present it is a nightmare to get from Studebaker to Second Street. With a Home Depot and all that additional traffic the traffic will be horrific.

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Please, please reconsider.

Thank you.

Catherine Malone
562/430-4804

R-P-48

Lisa Williams

From: Craig_Chalfant@longbeach.gov
Sent: Wednesday, July 19, 2006 8:18 AM
To: Lisa Williams
Subject: Recirculated Draft Environmental Impact Report

"Reece Steele" <reece.steele@verizon.net>

07/16/2006 08:38 PM

To: <Angela_Reynolds@longbeach.gov>

cc:

Subject: Recirculated Draft Environmental Impact Report

Dear Ms. Reynolds,

I would like to add my name to the growing list of concerned residents regarding the proposed Home Depot at Studebaker and Loynes.

The traffic mitigation plan is ridiculous. Obviously, they haven't spent time trying to negotiate Studebaker or Loynes. The Planning Commission needs to carefully review this proposed project.

I strongly recommend against the present EIR and the Home Depot Project.

Sincerely,

Reece Steele
846 Lees Avenue
Long Beach, CA 90815

R-P-49

Lisa Williams

From: Craig_Chalfant@longbeach.gov
Sent: Wednesday, July 19, 2006 8:17 AM
To: Lisa Williams
Subject: Home Depot on Studebaker

Carol O'Donnell <codmeow@yahoo.com>

To: Angela_Reynolds@longbeach.gov
cc:
Subject: Home Depot on Studebaker

07/16/2006 08:40 PM

Dear Ms. Reynolds:

We are greatly disturbed by the City of Long Beach's seeming determination to allow construction of a Home Depot on Studebaker Road at Loynes. We both travel this route every day to and from work and for various destinations on the weekends. We also live in College Park Estates. We are disturbed that the City would put tax revenues (which will not even cover the cost of revamping streets and traffic flow in the area, at least, for many years) above the well being of their populace.

The City of Long Beach has already made bad decisions about the city, e.g., The Pike, parking, the downtown mall, overdevelopment of areas adjacent to the water, too many condos, apartments, etc. Now you are choosing to encroach on neighborhoods that are prospering Long Beach.

It is difficult to understand your mindset. This project will not only drive down property values in east Long Beach but cause many to relocate.

We have lived in our home since 1978 and are fearful of the effect of this project on our neighborhood and lifestyle.

We respectfully request that you reconsider this blight on east Long Beach.

Sincerely,

John and Carol O'Donnell
857 Kallin Avenue

See the all-new, redesigned Yahoo.com. [Check it out.](#)

R-P-50

Lisa Williams

From: Craig_Chalfant@longbeach.gov
Sent: Wednesday, July 19, 2006 8:15 AM
To: Lisa Williams
Subject: Spam: Home Depot

Sig Gergens <hnsq@earthlink.net>

07/16/2006 08:50 PM

To: Angela_Reynolds@longbeach.gov
cc:
Subject: Home Depot

Ms. Angela Reynolds,
As resident of Long Beach College Estate off Studebaker St., we object to having a home depot build on Studebaker Rd. and Loynes Dr.. Loynes Dr. built on a 1950 garbage dump constantly requires repairs due to sinking. Studebaker Rd. just past the Edison plant toward Westminster Ave shows the same sinking problem each year for the same reason. Additional traffic will increase the damage and skyrocket costs to repair it constantly. We need a Home Depot at this location like a hole in the head and it seems city employees in the planning office have just that.
Respectfully,
Sig and Helga Gergens

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7/19/2006

R-P-51

Lisa Williams

From: Craig_Chalfant@longbeach.gov
Sent: Wednesday, July 19, 2006 8:13 AM
To: Lisa Williams
Subject: Home Depot Project

Phyllis Jaskulski <mumonthebriidge@charter.net>

07/16/2006 08:56 PM

Please respond to Jaskulski phyllisj

To: Angela_Reynolds@longbeach.gov

cc: Jaskulski phyllisj <mumonthebriidge@charter.net>

Subject: Home Depot Project

361 LAURINDA AVENUE
LONG BEACH, CA 90803
16 JULY 2006

Sirs,

We submit, the home Depot issue under present discussion, and, supposedly ready for a vote, is NOT.

We must not only take into consideration the Home Depot project, but the whole southeast sector of our city and its vast area quickly ripening for development.

We Americans know what happens when you go to war without complete war plans. The same holds true for a vast area development or any such major project.

We submit, we need a MASTER PLAN for development of this area. The present plan is but a "single battle plan."

Let's do it correctly, and, in the long run, it will inure to the benefit of all of us.

Respectfully,

ALFRED JASKULSKI
Atty at Law
USMC ret'd

7/10/2006

R-P-52

Lisa Williams

From: Craig_Chalfant@longbeach.gov
Sent: Wednesday, July 19, 2006 8:11 AM
To: Lisa Williams
Subject: Home Depot EIR
Attachments: Angela Reynolds.doc

Roger Cormier <rnjcormier@yahoo.com>

To: Angela_Reynolds@longbeach.gov

cc:

Subject: Home Depot EIR

07/16/2006 09:21 PM

Please respond to Roger Cormier

Angela,

I'm resending my earlier comments on the recirculated EIR with some formatting errors corrected and my identification at the bottom.

1

COMMENTS TO ANGELA REYNOLDS
RECIRCULATED HOME DEPOT EIR
MAY 2006

With more time to absorb the Recirculated Home Depot EIR, I'm sure I could find things that I don't agree with. What I did have time to absorb further convinces me that approving development in this area at this time is premature.

Unquestionably, this project would be an aesthetic improvement over a 50 year old abandoned tank farm and unquestionably something will be built to replace it but now is not the time.

Article 1.5 of the Recirculated EIR makes this so obvious that it needs very little elaboration. Briefly summarized, this article points out the following undisputed facts:

1. Long term air quality impacts will be significant and adverse. This in an area that already suffers from poor air quality compounded by its proximity to the AES power generation facility.
2. Traffic and circulation at the following intersections will suffer significant and adverse impacts which, as stated in the EIR, cannot be mitigated at the present time.

Studebaker Road/SR-22 westbound ramps
Studebaker Road/SR-22 eastbound ramps
PCH/7th Street
PCH/2nd Street

Although not stated in the EIR, Loynes Drive was never intended for the volume of traffic it now experiences, much less the volume of traffic it would be subjected to following this development. You don't build a major arterial roadway on a bowl of jello.

These significant and adverse impacts all serve to point out that any development in this area needs to be delayed until such time as a Masterplan which encompasses this entire area and considers all of these issues is prepared and approved.

All of these "significant and adverse" impacts are "inconvenient truths," no less relevant than global warming. Our challenge is not to ignore them, making us part of the problem, but to address them to the betterment of our environment, making us a part of the solution.

Roger A. Cormier
Belmont Shores Mobile Estates (Loynes and Studebaker Road)

R-P-52B

Lisa Williams

From: Craig_Chalfant@longbeach.gov
Sent: Wednesday, July 19, 2006 8:35 AM
To: Lisa Williams
Subject: Recirculated Home Depot EIR
Attachments: Angela Reynolds.doc

Roger Cormier <rnjcormier@yahoo.com>

To: Angela_Reynolds@longbeach.gov

07/15/2006 02:59 PM

cc:

Subject: Recirculated Home Depot EIR

Please respond to Roger Cormier

Angela,

Please find attached my comments on the Home Depot EIR for your consideration.

Thank you

With more time to absorb the Recirculated Home Depot EIR, I'm sure I could find things that I don't agree with. What I did have time to absorb further convinces me that approving development in this area at this time is premature.

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Unquestionably, this project would be an aesthetic improvement over a 50 year old abandoned tank farm and unquestionably something will be built to replace it but now is not the time.

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Article 1.5 of the Recirculated EIR makes this so obvious that it needs very little elaboration. Briefly summarized, this article points out the following undisputed facts:

COMMENTS TO ANGELA REYNOLDS
RECIRCULATED HOME DEPOT EIR
MAY 2006

1. Long term air quality impacts will be significant and adverse. This in an area that already suffers from poor air quality compounded by its proximity to the AES power generation facility.

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2. Traffic and circulation at the following intersections will suffer significant and adverse impacts which, as stated in the EIR, cannot be mitigated at the present time.

Studebaker Road/SR-22 westbound ramps
Studebaker Road/SR-22 eastbound ramps
PCH/7th Street
PCH/2nd Street

5

Although not stated in the EIR, Loynes Drive was never intended for the volume of traffic it now experiences, much less the volume of traffic it would be subjected to following this development. You don't build a major arterial roadway on a bowl of jello.

6

These significant and adverse impacts all serve to point out that any development in this area needs to be delayed until such time as a Masterplan which encompasses this entire area and considers all of these issues is prepared and approved.

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All of these "significant and adverse" impacts are "inconvenient truths," no less relevant than global warming. Our challenge is not to ignore them, making us part of the problem, but to address them to the betterment of our environment, making us a part of the solution.

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Dear Angela,

Following are my concerns regarding the re-circulated EIR for the proposed Home Depot project. For the record, the discontent expressed by so many residents towards this project has more to do with traffic concerns than with commercial development. As a matter of fact, many residents in our area would like to see improvements to this Southeastern section of Long Beach, but not until there is an overall master plan. Hence, the primary objections to the proposed Home Depot have to do with the impending traffic problems, and many of these have not been adequately addressed in the re-circulated EIR. Specific deficiencies in traffic analysis in this EIR include traffic amounts, type, hours and inclusion of traffic increases from the Boeing Business Center in Seal Beach.

To begin with, this EIR totally ignores the current dilemma of backed-up traffic into out-lying neighborhoods including Naples, Marina Pacifica, Belmont Shores, Spinnaker Bay, and Belmont Heights. Because of the issues with the signal at PCH and 2nd Street, the Davies Bridge often backs up in either direction at various times of the day and week. Once the Boeing Center traffic adds a minimum of 5000 more cars per day to this mix, commuters from these areas will resort to commuting to the eastern on-ramps to the 22, 405 and 605 freeways via Belmont Shore and Belmont Heights due to gridlock at PCH and 2nd Street and the Davies Bridge, causing traffic jams in these areas. With the advent of more traffic come more frustrated and harried drivers and therefore more accidents. Currently, an accident on the Davies Bridge can cause backups on the weekends up to 30 minutes long. Getting emergency vehicles to the scene is very difficult and therefore, life threatening.

In addition, the most glaring omission from the EIR was the Boeing Business Center and Hotel currently being erected on Westminster Boulevard. The minimum amount of new traffic into these already congested areas is estimated to be 5000 more cars per day. LLC developers' projected 3-5% traffic improvement dissolves in light of this. When one considers *doubling* the numbers of this soon-to-be increased traffic by allowing a "big box" store at this site, the idea seems ludicrous, especially considering that 400 Studebaker Road practically "bulls-eyes" the entrance and exit to the freeway for the greater population of District 3.

Next, LLC Developers claim that a Home Depot will generate \$500,000 in revenues per year, yet in this latest EIR they have grossly underestimated the cars per day into the retail center (in direct contradiction to the first EIR). Simple math addresses this issue: Home Depot will not generate one half million in tax revenues per year without a large customer base that equates to thousands of car trips per weekday, and double that amount on weekends. With the addition these thousands of vehicles to our current roads, \$500,000 per year will hardly pay for annual road repair especially with the addition of multiple semi-trucks on a daily basis for Home Depot re-stocking purposes.

Further on the subject of the semi-trucks, Studebaker road is not graded for this type of commerce. In addition, because Home Depot primarily re-stocks throughout the

nighttime and early morning hours, noise nuisance (loud engines, braking, road bumps, gear shifting at the SR22 off ramp and subsequent signals, truck-gate opening and closing and dock unloading) from this continual stream of trucks will be very disruptive to quiet, well-established neighborhoods in the close proximity. Emissions from these trucks will also permeate these neighborhoods. It is not improbable that these neighborhoods could file a lawsuit against the city concerning these issues and if so, legal fees for the city could erode the proposed \$500,000 in Home Depot tax revenues. Even if legal action doesn't occur, is it really fair to disrupt thousands of residents so that a couple of developers can make millions of dollars?

Finally, lacking in the EIR was an accurate depiction of traffic according to time of day studies. Currently the heaviest morning commute hours to the east-bound 22, 405, 605 on-ramps are between 6:00 and 8:00 a.m. exactly when large numbers of construction worker's trucks and itinerant workers will be approaching the Home Depot and unloaded semi-trucks will be leaving the facility, increasing the possibility for accidents (another ratio greatly under estimated in the EIR.) LLC Developers' marketing tactic to depict this Home Depot as simply a Design Center without construction trucks is inaccurate. This store will have identical inventory to every other Home Depot and will draw in construction and unemployed workers like every other Home Depot.

To conclude, the biggest issue with any development in this vicinity has to do with its impact on traffic. A multitude of other options exist for the developers other than a "big-box" "big traffic" development. Other considerations include a technical or business park that would bring professional jobs and high salaries to the area, something that is greatly needed. An extension of CSULB in the form of a marine biology center would be a feather in the cap of Long Beach and an excellent choice considering that the wetlands in the locale are the lasting existing ones in L.A. County. Lastly, a storage facility would bring in tax revenues and not interfere with the wetland environment or wreck havoc on peaceful, nearby neighborhoods or the area's traffic. Yet, prior to any development, wouldn't it be wise for the city to take a long-term look at the potential in this beautiful coastal area and put together a long-overdue and desperately needed master plan?

Thank you for your careful consideration of these opinions.

Sincerely,

Mary Beth Mashburn
2 Rivo Alto Canal
Long Beach, CA 90803
(562) 439-8550
jerrybeth1@charter.net

Lisa Williams

R-P-54

From: Craig_Chalfant@longbeach.gov
Sent: Wednesday, July 19, 2006 8:07 AM
To: Lisa Williams
Subject: Home Depot

Pegasusmom@aol.com

07/17/2006 03:46 AM

To: Angela_Reynolds@longbeach.gov
cc:
Subject: Home Depot

As a 30 year + resident of the Naples area, I can tell you that we are choking on traffic. It gets worse every month and traffic and ensuing air quality MUST be addressed as part of an overall plan for East Long Beach. I urge you to not allow piecemeal development!

Sandy Davidson
31 The Colonnade
Long BEach, CA 90803

pegasusmom@aol.com

562/439-6790

1

Lisa Williams

R-P-55

From: Craig_Chalfant@longbeach.gov
Sent: Wednesday, July 19, 2006 8:03 AM
To: Lisa Williams
Subject: Re: Home Depot Recirculated DEIR Comment Letter
Attachments: Comment Letter on Recirculated DEIR.pdf

Heather Altman

07/17/2006 09:59 AM

To: Angela_Reynolds@longbeach.gov
cc:
Subject: Home Depot Recirculated DEIR Comment Letter

Ms. Reynolds,

Please see the attached comment letter on the Recirculated Draft Environmental Impact Report prepared for the proposed Home Depot Project. This file totals 5 pages, so should you fail to receive all pages, please do not hesitate to contact me and I will be happy to resend. Thank you .

Want to be your own boss? Learn how on [Yahoo! Small Business](#).

July 16, 2006

Angela Reynolds
City of Long Beach
333 W. Ocean Blvd., Seventh Floor
Long Beach, CA 90802

RE: Comments on Home Depot Recirculated Draft EIR

Dear Ms. Reynolds:

I am a resident of Belmont Shore, California. I am also employed as an environmental consultant responsible for the preparation of documents required for CEQA and NEPA compliance. I have a Bachelor of Science degree in Environmental Science from the University of California, Riverside and a Master of Science degree in Environmental Management from the University of San Francisco. I personally and professionally oppose the proposed Home Depot Project (Project). My comments are sequentially arranged regarding the Recirculated Draft EIR (Recirculated DEIR).

Section 4.10.4 Impacts and Mitigation Measures (Less Than Significant, Sewer)

The Project includes the replacement of 265 feet of an existing 8-inch-diameter sewer line with a 10-inch-diameter sewer line in Vista Street between Daroca Street and Margo Street and the replacement of 261 feet of an 8-inch-diameter sewer line with a 10-inch-diameter sewer line between the manhole at Daroca Street and Vista Street and the first manhole in the golf course, yet no information was provided as to how this would be constructed and what possible impacts would be involved. Would construction involve the temporary lane closure? How many additional truck trips are associated with construction? Is excavation necessary? Absolutely no information was included in the Recirculated DEIR regarding the construction process for the replacement of the existing sewage system. Without this information, the reader is unable to determine what possible impacts would occur from Project construction.

An impact significance determination cannot be made until all impacts (direct and indirect) are identified and analyzed. Section 4.10.4 of the Recirculated DEIR simply states, "Project impacts related to the provision of wastewater treatment services are considered less than significant." This statement is unsubstantiated. The Recirculated DEIR failed to adequately include construction impacts related to replacement of the sewer lines and must be re-written accurately and re-circulated for public review and comment prior to distribution of the Final EIR

Section 5.0 Open Space Analysis (Land Use)

The Recirculated DEIR states that approximately 27.55% (196,900 square feet) of the site is reserved for open space on the proposed Home Depot site at the corner of Studebaker Road and Loynes Drive. For this to be true, the proposed development site must equal

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approximately 714,700 square feet. The Project also includes the addition of a 1.37-acre parcel offsite. As 1.37-acre equals approximately 59,677 square feet, the total proposed development now equals approximately 774,377 square feet. Of this 1.37-acre parcel, approximately 0.63-acre will be deeded to the City for inclusion in its inventory of open space (0.31-acre will still exist as a Caltrans right-of-way and 0.43-acre will remain as part of the flood control easement). As 0.63-acre is equal to approximately 27,442 square feet, the total of "new" open space now equals 224,342 square feet (196,900 square feet + 27,442 square feet). Using these numbers, the percentage of open space associated with the proposed Project is approximately 28.97% (224,342 square feet of open space / 774,377 square feet of total development space). The proposed Project is not in compliance with SEADIP Provision A.4, as less than 30% of the site is usable open space.

The "Project" discussion under Provision A.4 states that, "although a variance is still required because the open space is not located on the Home Depot project site, by integrating usable open space into the overall project, the project meets the intent of SEADIP." The Recirculated DEIR goes on to state, "As previously stated, the proposed project will result in the conversion of the site at the corner of 7th Street and Silvera Avenue to public open space in accordance with SEADIP and the provisions of the City of Long Beach Zoning Ordinance...the proposed open space site is consistent with the provisions of SEADIP and does not require a standards variance." Is a variance necessary (as stated on page 5-20) or unnecessary (as stated on page 5-22)? Please clarify.

Section 5.0 Open Space Analysis (Noise)

The Recirculated DEIR states, "there are existing school facilities within 50 feet of the project boundary that would be subject to noise levels of 91 dBA Lmax from construction of the proposed project. However, construction of the project would not significantly affect land uses adjacent to the project site with implementation of Mitigation Measure 4.9.2 (DEIR 2005)." Mitigation Measure 4.9.2 of the DEIR is "Construction will be limited to the hours of 7:00 a.m. to 7:00 p.m. Monday through Friday and on federal holidays; and 9:00 a.m. to 6:00 p.m. on Saturdays. In accordance with the City of Long Beach's standards, no construction activities are permitted outside of these hours, and no construction is permitted on Sundays without a special work permit. At the time of plan check, prior to issuance of grading and building permits, the City of Long Beach Zoning Administrator shall verify that construction hour limitations are noted on building and grading plans." This mitigation measure essentially limits construction hours to when children will be in school and in absolutely no way mitigates construction noise levels to adjacent land uses (i.e. Kettering Elementary School) to a less than significant level. A significant impact exists as Kettering Elementary School is a sensitive noise receptor and students at the school will be exposed to noise levels of 91 dBA Lmax from construction of the proposed project. Measures must be adopted to mitigate the noise exposure to students at Kettering Elementary School.

Section 6.1 Seaport Marina/Cumulative Traffic Analysis

The Recirculated DEIR states, “generally, projects that have progressed to the stage for which CEQA review has been initiated are treated as foreseeable probable future projects. An application for the proposed Seaport Marina project was submitted approximately 16 months after the NOP for the proposed Home Depot project was released, and the CEQA process for the Seaport Marina project was initiated approximately 14 months after the CEQA process for Home Depot was initiated. Therefore, the Seaport Marina project was correctly not included in the analysis in the Home Depot DEIR.”

Current CEQA Guidelines Section 15130 (b)(1)(A) states that the agency must include, “A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency.” The discussion section immediately following the applicable guidelines states, “When analyzing the cumulative impacts of a project under 15130 (b)(1)(A), the Lead Agency is required to discuss not only approved projects under construction and approved related projects not yet under construction, but also unapproved projects currently under environmental review with related impacts or which result in significant cumulative impacts. This analysis should include a discussion of projects under review by the Lead Agency and projects under review by other relevant public agencies, using reasonable efforts to discover, disclose, and discuss the other related projects.”

Per the State of California, CEQAnet Database (<http://www.ceqanet.ca.gov>), the Notice of Preparation for the proposed Home Depot Project was made publicly available on March 18, 2004; the Draft EIR for the Home Depot Project was made publicly available on May 2, 2005; and the Notice of Preparation for the Seaport Marina Project was made publicly available on May 16, 2005—exactly 14 DAYS after the Home Depot Draft EIR was released. Under the current CEQA Guidelines, The City was to “use reasonable efforts to discover, disclose, and discuss the other related projects.” To imply that the City had absolutely no knowledge of the Seaport Marina Project, and therefore no ability or obligation to include it as a cumulative project for the Home Depot Draft EIR, is absolutely preposterous. An article, “SeaPort Marina Sails on Development Sea,” which summarized the proposed SeaPort Marina Project was printed in the Grunion Gazette on May 12, 2005, prior to distribution of the SeaPort Marina Project NOP. Did the author, Harry Saltzgaver, knew of the proposed SeaPort Marina Project before the City knew of its existence? I seriously doubt it as the City is also the Lead Agency of that Project as well.

The City also appears to be using the NOP dates as the “trigger” for consideration of what is and what is not a cumulative project. This rationale is puzzling indeed and certainly not contained in the current CEQA guidelines. The only possible explanation is that the City is using out-of-date CEQA guidelines. In *Communities for a Better Environment (CBE) et. al. v. California Resources Agency* [(Oct. 28, 2002. As Modified Nov. 21, 2002.) 126 Cal. Rptr. 2d. 441], the Court invalidated prior 15130(b)(1)(B)(2) arguing that applying the criteria Guidelines disjunctively allowed any one criterion to limit range, essentially undercutting the point of a cumulative impacts analysis. The

CBE-invalidated criteria are: 1) **those projects requiring an agency approval for an application which has been received at the time the notice of preparation is released, unless abandoned by the applicant;** 2) projects included in an adopted capital improvements program, general plan, regional transportation plan, or other similar plan; 3) projects included in a summary of projections of projects (or development areas designated) in a general plan or a similar plan; 4) projects anticipated as later phase of a previously approved project (e.g. a subdivision); or 5) those public agency projects for which money has been budgeted.

The Recirculated Draft EIR goes on to state, “Furthermore, Section 15125 of the CEQA Guidelines states that ‘an EIR must include a description of the physical environmental conditions in the vicinity of the project, as they exist at the time the Notice of preparation is published...’ At the time the NOP for the Home Depot project was issued, an application for the Seaport Marina project had not yet been filed at the City. Therefore, this project was not included in the list of cumulative projects for the TIA.” CEQA Guideline Section 15125 in absolutely no way applies to which projects should be used in a cumulative impacts analysis. Guideline 15125 should be utilized exclusively for determining an environmental baseline for proposed Project analysis. CEQA Guideline Section 15130 should be used to determine past, present and probable future projects in a cumulative impacts analysis. Citing Section 15125 as justification for excluding a probable future project in a cumulative analysis is an improper application of CEQA.

Pursuant to comments from responsible and trustee agencies and members of the public, the City included the SeaPort Marina Project as a cumulative project ONLY in the traffic analysis. Either the SeaPort Marina Project is a cumulative project and must be analyzed for all resource sections, or it isn’t and does not need to be included at all. The Recirculated DEIR addresses the omission of the Seaport Marina Project in the DEIR, thereby “opening the door” to comment on said omission in the DEIR. The City erred when they failed to include the SeaPort Marina Project as a cumulative project in the DEIR and used faulty logic and dodgy interpretations of CEQA guidelines when rationalizing their decisions in the Recirculated DEIR. As such, the SeaPort Marina Project should have been included as a cumulative Project in the DEIR and analyzed accordingly. It was not and therefore should have been included as a cumulative project and analyzed entirely in the Recirculated DEIR.

Section 6.1 Seaport Marina/Cumulative Traffic Analysis

Mitigation Measure 4.11.6 states, “prior to issuance of any certificates of occupancy, the applicant, in conjunction with and upon approval by Caltrans and the City Public Works Director, develop and implement (with Caltrans) new traffic signal coordination timing along 2nd Street from Marina Drive to Studebaker Road using existing interconnect. This should reduce delay and queuing at PCH/2nd Street.” The word “shall” is missing and should read, “prior to issuance of any certificates of occupancy, the applicant, in conjunction with and upon approval by Caltrans and the City Public Works Director, **SHALL** develop and implement (with Caltrans) new traffic signal coordination timing along 2nd Street from Marina Drive to Studebaker Road using existing interconnect.” In

addition to not being a sentence as originally written, without this verbiage, the measure is not a commitment. If coordinated signal timing is not a commitment, it should not be analyzed as such. Also the last sentence of the measure, "this should reduce delay and queuing at PCH/2nd Street" is an analysis statement and should not be included as mitigation.

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Section 6.1 Seaport Marina/Cumulative Traffic Analysis

Mitigation Measure 4.11.7 states, "prior to issuance of any certificates of occupancy, the applicant, in conjunction with and upon approval by Caltrans and the City Public Works Director, develop and implement (with Caltrans) new coordination timing along PCH between Studebaker Road and 7th Street for both weekday and weekend traffic conditions. The word "shall" is missing and should read, "prior to issuance of any certificates of occupancy, the applicant, in conjunction with and upon approval by Caltrans and the City Public Works Director, **SHALL** develop and implement (with Caltrans) new coordination timing along PCH between Studebaker Road and 7th Street for both weekday and weekend traffic conditions. In addition to not being a sentence as originally written, without this verbiage, the measure is not a commitment. If coordinated signal timing is not a commitment, it should not be analyzed as such.

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Conclusion

Given that the DEIR issued in 2005 was poorly cited and referenced, fundamentally lacking in analysis, and unable to be verified by the public thereby robbing the public of the opportunity to provide meaningful comment, I am quite shocked that the entire document was not recirculated for public review and comment. The City instead opted to ignore valid comment on the DEIR and recirculate just a portion of the document. This is still a bad Project in a very bad location and potential impacts still have not been fully identified and analyzed. In no way should this Project, or a proposed alternative, be approved at this location.

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I again ask that my personal identifying information be redacted prior to public distribution. However, given that the City ignored my request last time, and has ignored my letter of complaint addressing this issue, I am not hopeful that the City will protect my privacy this time either.

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Regards,



Heather Altman